

Report to the Community on Improving Parking Along and Around East Grand Avenue



**From the East Grand Avenue Parking
Task Force**

December 7, 2006

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1. Purpose of this Report

The latest Grand Avenue Parking Task Force met for two years, from January 2005 to December, 2006, to identify ways to improve parking on and around East Grand Avenue. Despite exhaustive examination of the many complex and interrelated components of the Grand Avenue parking system, the Task Force was unable to reach a consensus on a comprehensive set of recommendations for improving parking. It did, however, explore a wide range of innovative options, achieve a broad consensus on ten general principles, and learn some important lessons that need to be preserved in an archive of its work. The Task Force unanimously adopted this Report at its final meeting on December 7, 2006, and offers it to the commercial and residential communities on and around Grand Avenue in the hopes that that some group, hopefully in the near future, will be able to resume this important work. The people who have participated in the Task Force over the past two years are identified in **Attachment A**, which also includes several of their individual reflections on the process and the product of the past two years of work. The minutes of Task Force meetings are included in **Attachment N**.

2. History of Past Efforts

Because Grand Avenue is a classic 19th century “streetcar strip,” it has less off-street parking than is necessary either for the residents in the over 700 residential units or the employees and customers of the almost 200 businesses between Ayd Mill Road and Dale Street. And the off-street parking it does have is significantly underutilized. There have been eight major efforts to address the parking problem in the past quarter century (See **Attachment B**), including:

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|--|------------------------|
| • <i>Grand Avenue West Task Force Parking and Zoning Report:</i> | Summer, 1983 |
| • <i>Grand Avenue Parking Recommendations:</i> | November, 1986 |
| • <i>The Avenue 1988: a Study of Grand Avenue:</i> | May, 1988 |
| • <i>East Grand Avenue Small Area Plan:</i> | December, 1989 |
| • <i>Grand-Lexington Parking Task Force Report:</i> | July, 1991 |
| • <i>Grand Avenue Parking Task Force Report: Avon to Dale:</i> | September, 1992 |
| • <i>Grand Avenue Area Parking Study:</i> | July, 1994 |
| • <i>Report from the East Grand Avenue Parking Task Force:</i> | December, 2006 |

Of the more than 24 recommendations in these studies, 8 are significant, and 7 of these have been tried at individual locations, though not in an integrated or comprehensive way.

a. Develop a parking ramp at Victoria Crossing: In 2001, a private developer financed an affordable 208-space pay parking ramp at Grand and Victoria, which has helped, though the ramp is still not used to capacity. One lesson learned from this project is that the public doesn’t like to use ramps, so that while they technically provide parking to meet the zoning requirements of the new, more intense retail uses, they can still contribute to overall parking congestion if they are underutilized.

b. Residential permit parking: This was implemented around Victoria Crossing (including in front of a few residences on a small part of one block face on Grand) in 1992, requiring residents to buy permits and violators to pay tickets. It is working, and recently has expanded, which may eliminate some more remote employee parking spaces, but does provide parking to residents on the affected streets.

c. Limit employee parking where customer demand is highest: Residential permit parking and uniform time limits have discouraged some employees from parking in high demand areas, but only to the extent that the permits and time limits are enforced which, with limited City Parking Enforcement staff and growing number of RPP areas, is variable.

d. Develop remote lots for employees: In 1992, the City leased the House of Hope parking lot, repaved it with a \$150,000 grant, and contracted with area merchants to operate it voluntarily. Employees had no incentives to use it, so it was never used to capacity, and is now used for William Mitchell college students.

e. Create a parking improvement district: In 1994 the City leased a church parking lot at Grand and Snelling (outside the area of this study), improved it with a \$90,000 grant, and established a special assessment district where the benefiting property owners are assessed for maintenance. The special assessment district continues to have broad support, and the lot continues to be used to capacity.

f. Reconfigure off street parking: The owner reconfigured the parking behind the malls between Victoria and Milton into a 185-space free parking lot, and monitors it closely to discourage long-term parking. The businesses pay for this resource through their rent. There are few other such off-street opportunities.

g. Enforce uniform parking regulations: Regulations were made a little more uniform in 1993, but enforcement has been sporadic since then for many reasons. One is that because parking enforcement is labor intensive and the City's parking enforcement budget has been flat, so that Grand Avenue has had to compete with other parking hot spots in the City. Another is that there is no way to directly track net ticket revenue from enforcement. And another is that serious enforcement tends to generate complaints, even from businesses which would benefit from parking turnover. However, new License Plate Recognition (LPR) parking enforcement technology has been developed that could overcome most of these barriers (see **Attachment C**), and is being considered by the City.

h. Install parking meters: One recommendation that has never been tried is to install parking meters in high-traffic areas to discourage long-term employee parking in prime commercial space.

3. Different Visions

Because parking is such a central issue for the continued viability of the commercial strip and the livability of the surrounding residential neighborhood, any serious attempt to address it involves envisioning a different future for the area. Though more time was spent examining specific strategies than on developing a vision statement, two dramatically different visions of the future were articulated at either end of the spectrum, one that projected what the existing parking system would look like with little or no integrated parking improvement strategies, and one that projected what it would look like if the City and community could agree on and implement a comprehensive strategy for improving parking. The great difference in these competing visions provides further evidence for why it was impossible for the *Task Force* to achieve consensus.

a. The Status Quo Option: Three Task Force members described Grand Avenue in the future if nothing was done (see **Attachment D**). They all envisioned that continuing with the status quo would result in growing traffic and parking spillover that harmed the residential neighborhood, leading to increased permit parking. They envisioned increased demand for commercial parking that harmed commercial viability, leading to closure of smaller independent merchants without parking resources of their own. Competition from “lifestyle malls” would increase, and some commercial property owners would develop their own off-street parking and control it (by towing) for their own employees and customers. Employees and apartment residents would have to purchase contract parking or find significantly more remote parking. And one prediction was that to provide more commercial parking, the City would install parking meters anyway, providing the City a significant new revenue source for the general fund.

b. The Parking Improvement District Option: This option is modeled on the system put in place in Old Pasadena (see **Attachment E**), where parking meter revenue is used to subsidize “free” off-street parking and other improvements. The vision is that by 2010, East Grand Avenue will have secured its place as the premiere Urban Village in the regional marketplace and sustainably repositioned its commercial community in the residential community that gives it life. It will do this by creating a *Parking Improvement District* that implements comprehensive strategies for managing on- and off-street parking resources in a way that maximizes their use, reduces traffic flow, and generates revenue from parking meters. This revenue is reinvested in parking and landscaping improvements in the neighborhood, in providing 90 minutes of “free” off-street parking for customers, and in subsidizing contract parking for employees and apartment residents on Grand Avenue. The goal over time is to develop a community that maintains a healthy balance of residents, independent merchants, and national chains in an environment that restores and maintains a healthy balance between the pedestrian and the automobile.

4. Common Principles

To identify and balance the interests of many stakeholders, the Task Force found that it was helpful to reach consensus on the following Common Principles:

a. Parking is everybody’s problem: Because Grand Avenue and the surrounding neighborhood were built around the streetcar, not the automobile, the majority of the large apartment buildings, commercial properties, churches, and other institutions in the neighborhood do not have enough parking for residents, customers, or employees.

b. The interests of all stakeholders in parking need to be equitably addressed: To protect the health and sustainability of the mixed use commercial and residential neighborhood, the interests of all stakeholders need to be addressed – residential property owners and tenants on and off Grand, commercial property owners and tenants, employees, and customers and clients of the businesses and institutions of the neighborhood.

c. Some mechanisms are needed to help maximize the use of off-street parking in lots, ramps, driveways, garages and in the residential permit parking area: Increasing the utilization of off street parking resources will require some combination of incentives (like

subsidizing the cost of monthly contracts in ramps) and sanctions (like parking meters and/or more aggressive enforcement).

d. There is no free parking: There is always a direct cost to develop and maintain the parking, whether paid by the City or a private property owner. In addition there are sometimes indirect costs to various stakeholders related to the parking shortfalls.

e. Everybody who benefits from parking should help pay for it: Because most stakeholders don't have enough parking, because most stakeholders are already paying something for parking, and because all stakeholders would benefit from a comprehensive solution, an equitable way needs to be found for all of the stakeholders to share the costs. By fairly spreading the costs, the individual costs can be kept low.

f. Nobody has a "right" to on-street parking: The City, not the property owners, owns the streets. There is no inherent "right" for any residents to park in front of their dwellings or for customers, employees, and business owners to park in front of commercial buildings. It is a convenience that has become an assumed right. Rather than arguing over rights, we should focus on developing a solution that serves all interests where all stakeholders take responsibility for parking as a price of living and visiting in a great mixed-use neighborhood where maintaining the health of the commercial strip is also critical to maintaining a vital and attractive residential community.

g. Convenient customer parking for businesses on Grand Avenue is essential for the survival of a healthy commercial district: This is essential just as priority parking for residents is important to a healthy residential neighborhood.

h. Any agreement reached must be enforceable, equitable, and sustainable: Given the urgency of finding a compromise that addresses all stakeholder needs, any solution needs to be easily enforceable, fair, and organizationally and economically sustainable over the long term.

i. Public revenues: All net revenues from parking solutions and enforcement should be used on Grand Avenue and the adjoining neighborhood for operations, maintenance and capital improvements.

j. Aesthetics and historic preservation: The development of new off-street parking lots and ramps shall minimize the impact on historical structures and shall be aesthetically compatible with the surrounding neighborhood.

It should be noted that the governing principles for the neighborhood are contained in the *District 16 Neighborhood Plan*, a summary of which the City Council approved on February 15, 2006. The relevant sections are summarized in **Attachment F**. In essence, the Plan provides that the parking issues on Grand Avenue should be addressed in the area between the alleys north and south of Grand.

5. New Ideas for Parking Management

This *Task Force*, unlike previous task forces, benefited from new market-based ideas about parking management developed by the city planning profession, and new methods for parking enforcement derived from license plate recognition technology.

a. New market-based parking management ideas: In late 2005, the American Planning Association published a book by Donald Shoup titled *The High Cost of Free Parking*, in which he proposed new ways of using market forces (exerted by parking meters) to manage parking resources more efficiently and to reinvest parking meter revenue back into the community that generates it. Elaborating on these ideas, Donald Shoup and another city planner have argued that the quality of off-street parking is more important than the quantity, which has a tendency to overwhelm the architecture and urban design of even the best neighborhoods.¹ These ideas have been applied with great success in the city of Old Pasadena, and are described in greater detail in **Attachment E**. For Grand Avenue, the most important part of Shoup's vision may be that the best way to increase the utilization of off-street parking resources is to use market forces to more effectively manage the on-street parking supply.

b. New computerized parking enforcement technologies: Recently, computerized license plate recognition (LPR) technology has advanced sufficiently that an LPR unit mounted on a patrol car, driving down the street at the posted speed, can provide a quantum improvement in the enforcement of the time and permit parking restrictions on commercial strips and in residential permit parking zones alike. This technology is described in greater detail in **Attachment C**.

6. Different Proposals

a. The No Restrictive Parking Proposal: In late September of 2006, prior to proposals (or even much information) coming out of the Task Force, the owner of The Wedding Shoppe began circulating a petition against restrictive parking on East Grand Avenue. While not intended as one, this petition can reasonably be summarized as a valid parking proposal with the following features (see **Attachment G**):

- **No parking meters, no uniform 2, 3, or 4 hour parking time limits, and no permit parking on East Grand Avenue:** The petition argues that uniform time limits would harm certain businesses and that parking meters would discourage casual customers, together resulting in commercial parking spillover that would trigger the expansion of additional residential permit parking on surrounding residential streets. The petition argues that forcing employees to park in more remote locations is a threat to their safety, and that the private lots and ramps where they could park may not always be available to them.

¹ *Quantity versus Quality in Off-Street Parking Requirements*, by Vinit Mukhija and Donald Shoup, Journal of the American Planning Association, Volume 72, No. 3, Summer, 2006.

- **No enforcement of parking regulations on customers:** The petition argues that, combined with the lack of parking, aggressive parking enforcement will drive customers to shopping areas with unrestricted parking.
- **Allow each block to manage its own parking needs.**
- **Reduce restrictions for private businesses to create more parking by removing buildings.**
- **Reduce or move bus stops to create more parking.**
- **Change some two-way side streets into one-way to allow parking on both sides.**
- **Allow parking on the bridge over Ayd Mill Road.**
- **Sign agreements with owners of private parking lots and ramps to increase use.**
- **Lobby the City to invest a Neighborhood STAR grant in building public parking lots and ramps.**
- **Reduce or eliminate residential permit parking on Summit, Lincoln, and the other side streets.**

b. The Parking Improvement District (PID) proposal: This proposal is modeled on the system in use in Old Pasadena, which is described more fully in **Attachment E**. It has the following features:

- **Create a Parking Improvement District:** Have the City establish a Parking Improvement District on and around Grand Avenue, and establish a Parking Commission to make recommendations to the City Council on parking regulations and on how to spend the revenue generated by parking meters.
- **Install parking meters and dedicate net revenue to the PID:** Install parking meters on Grand Avenue and reinvest the net revenue from them into the PID, as recommended by the Parking Commission.
- **Dramatically increase parking enforcement:** Have the City use License Plate Recognition technology to dramatically increase parking enforcement on and around Grand Avenue including offering (for a small fee) to monitor the use of private parking lots and ramps.
- **Subsidize parking for customers, employees and apartment residents:** Use net revenue from the parking meters to provide 90 minutes of “free” customer parking in pay parking ramps, and to subsidize some of the cost of contract parking for employees and apartment residents on Grand.

- **Develop new off-street parking facilities:** Use net revenue from the parking meters to sell revenue bonds to finance capital improvements that will increase off-street parking resources and dramatically improve the accessibility, safety, and appearance of the parking and pedestrian areas behind Grand Avenue businesses.

c. Mike Schumann’s proposal: This proposal, which is included as **Attachment H**, has the following features:

- **Identification of primary parking places:** The proposal identifies the places the various stakeholders are intended to park, including customers, employees, residents on and off Grand, guests of residents on and off Grand, and students and faculty at William Mitchell.
- **Simplify Grand Avenue Parking Rules:** Make the rules as uniform as possible, while accommodating special situations.
- **Increase utilization of existing ramps and lots:** Reduce contract parking rates in key lots and ramps (Grand Place, House of Hope, Muska, CVS, and various churches) through net revenue from parking meters or an assessment district.
- **Increase availability of on-street parking:** Allow two-sided parking, by making some streets one way if necessary.
- **Reconfigure bus stops to increase parking:** Co-locate with fire hydrants and/or curb cuts or reduce to every other block.
- **Use permit parking districts:** Use permit parking zones to force employees to park in lots and ramps.
- **Increase parking enforcement.**
- **Zoning Changes:** Eliminate the “Rule of Five” (which has subsequently occurred) and tie certificate of occupancy to the use of off street parking resources.
- **Long range goals:** Quarter Zone, trolley, new parking ramps.

d. The Private Sector proposal: This proposal (described in **Attachment I**) explored the potential of the private sector providing the major investment in off-street parking facilities and the public sector dramatically improving parking enforcement with License Plate Recognition technology. This option envisions a new deck built behind the northwest corner of Victoria and Grand (financed by the commercial tenants), William Mitchell continuing to lease the House of Hope Lot and encouraging others to use it, residents of the apartments on Grand expanding their permit parking options, and restaurants subsidizing contract parking for their employees.

e. Frank Zink’s proposal: This proposal, which is included as **Attachment J**, has the following features:

- **Use price to allocate supply and demand:** As no parking is free, we should charge for all on-street parking in proportion to adjust pricing to balance supply and demand, as Donald Shoup recommends.
- **Maximize off-street parking utilization:** Pricing on-street parking according to use will maximize the efficient use of off-street parking resources.
- **Adjust prices to ensure availability:** Parking meters will be installed on Grand Avenue, using “pay-by-cell-phone” technology, with prices adjusted to achieve an 85% occupancy rate at peak times.
- **On-street parking for customers, off-street parking for employees:** Parking on Grand Avenue will be primarily for business customers, and employees will be provided safe, secure off-street parking funded by net parking meter revenue.
- **Two residential permit parking zones:** Residential permit parking zones will be divided north and south of Grand, and residents on the north and south sides of Grand Avenue will be allowed to park in the residential permit parking areas north and south of Grand.
- **Pricing residential parking permits:** To maximize off-street parking use, residential permit parking prices will continue to be nominal for residents that park on the street during the day and evening, but residents who park overnight will be charged market rates.
- **Establish a Parking Management Organization:** The City will appoint a Parking Management Organization for East Grand Avenue to recommend rates and rules for on-street parking management, and for spending the net revenue from the parking meters.

7. Key Findings

a. The importance of local leadership.

- **Hard choices and difficult compromises:** The Task Force agreed to operate on the principle of consensus instead of voting. While early on this discipline forced different stakeholders and personalities to engage with each other, at a later stage, when different strategies were being discussed, it had the effect of reducing the content of the proposals that people could agree on. The real problem was not whether the Task Force operated by consensus or by majority vote, but the fact that there are no easy ways to address the parking problem on and around Grand Avenue where all the stakeholders win. Even the simplest proposal – more aggressive enforcement of uniform on-street parking regulations in order to maximize the use of off-street resources – generated significant opposition (see **Attachment G**). One

thing that became clear was that the conflict was insoluble if it was among competing “rights” to parking, since it is difficult to split the difference where rights are concerned. That is one reason why dedicating revenue from parking meters generated such interest, for with some money to spend, various kinds of subsidies can be used to achieve compromises among competing “interests.”

- **The importance of representing all stakeholders:** While one of the ten principles the Task Force agreed on was that the interests of all stakeholders needed to be equitably addressed, one stakeholder group was not specifically represented on the Task Force – employees. While business owners are very familiar with the opinions of their employees where parking is concerned, their interests are not identical, in addition to which, there is great variation in how willing employers are to help subsidize the cost of employee parking. A future task force might benefit from better employee input, directly from a representative on the task force, or indirectly by ensuring that employers explicitly try to represent their interests.
- **The need for strong, proactive business leadership:** Parking is just one of several issues that have proven challenging to Grand Avenue businesses and the Grand Avenue Business Association. One is the differing interests of building owners and business tenants, which has led to the formation of a new organization to represent property owners (the East Grand Avenue Property Owners Association). Another is the recent elimination of the “Rule of Five” in the Zoning Code which, while it provided some flexibility in allowing commercial spaces with inadequate parking to be reused, had the effect of intensifying parking demand. A third is the differing ability of independent merchants and national chains to afford the high cost of doing business on Grand Avenue. Together, these difficult issues have made the larger business leadership cautious about taking strong policy positions on controversial issues. The result has been to empower small vocal minorities of business owners and to undermine what consensus was achieved.
- **The need to ensure that the District Council represents the entire community:** Time and again it became clear that, as the primary vehicle for ensuring community input to the City Council, the district council needed to continue to reach out to the business community as well as the residents. While the bylaws of the Summit Hill Association call on business owners and tenants to be represented on the board, and they are welcome, employees are not allowed to serve on the board, though they are welcome to participate on committees, including one addressing parking.

b. The proper role of City Government.

- **What the City can’t do:** Toward the end of the process, when much discussion was devoted to whether to have the City appoint a Parking Commission, and what interests should be represented on it, it became clear that the City was ill-suited to address what are essentially local community problems. Asking the Mayor to appoint, and the City Council to approve, commission members was not going to solve the essentially local problem of enabling local stakeholders to develop relationships among themselves sufficiently strong to allow local leadership to negotiate and enforce compromises among the various interests.

- **What the City can do:** The City has many tools available to affect the parking situation on Grand Avenue. Because it owns the streets, the City can decide what happens on them, including what the time limits are, whether additional permit parking areas are created, and how aggressively on-street parking regulations are enforced. The City can install parking meters and, while it can't spend more general fund money on parking in one neighborhood than in another, it could choose to dedicate net revenue from the meters to the neighborhood that generates it. This could be used for a wide range of parking maintenance, development, and management activities, including subsidizing 90 minutes of "free" parking for customers and contract parking for employees and apartment residents. As it has done at Grand and Snelling, if the property owners agree, the City can lease private parking resources, improve them with public funds, equitably assess the benefiting property owners for the capital and operating costs, and give that operating money back to a business association to manage the parking. The state legislation that allows the City to establish a Parking Assessment District is Minnesota Statute number 459.14 on automobile parking facilities, which is included as **Attachment K**.

c. Improving on-street parking resources.

- **Finding new on-street parking resources:** The Task Force explored several possibilities for developing new on-street parking resources including opening parking on both sides of some of the side streets where it is now allowed only on one side (the Fire Department has been reluctant to consider it), and parking on bridges like Ayd Mill (State law prohibits it unless overruled by local Ordinance).
- **The need to tailor regulations to the various nodes:** The Task Force quickly realized that, because East Grand Avenue has several commercial nodes with different business mixes and different parking needs, it was probably not desirable to develop uniform parking regulations along the entire length of East Grand Avenue, but to tailor them to the needs of each node.
- **The need to support aggressive enforcement of the parking regulations:** Whatever regulations are agreed to, and whether or not new computerized technology is applied, the Task Force agreed that it will be important for the community to be informed about the new regulations, and for there to be a period during which aggressive enforcement is phased in, but that ultimately the business and commercial interests will need to support aggressive enforcement and not seek to eliminate it when people start getting tickets.
- **The need to integrate residential permit parking regulations:** The Task Force wrestled with how best to integrate residential permit parking regulations into a comprehensive solution. Though no consensus was reached, some of the things they looked at included allowing residents of apartment buildings on Grand with inadequate parking to park by permit in front of their buildings, or to park by permit in non-contiguous residential permit parking zones. Clearly all on-street parking resources can be looked at together, including residential permit parking. But any changes to residential permit parking regulations, which are in effect in over 20 areas

around the City, must reflect established City policy that, if requested by the residents, the parking resources on residential streets are primarily for the residents.

- **The need to address displaced employees and apartment residents:** Serious on-street parking enforcement, either with parking meters or with License Plate Recognition technology alone, will result in the displacement of employees and residents of the apartment buildings on Grand. Since it is unfair for these stakeholders to bear a disproportionate cost for improving customer parking on Grand Avenue, it makes sense to help them find affordable contract parking space, either by the employers and landlords themselves contributing to the costs or using net revenue from the parking meters.
- **The need for better information about parking utilization:** Using interns from Macalester College, the Task Force conducted a study of on-street parking usage. Though the parking study did not become central to the discussions of the Task Force, it did illustrate how real-time data in real detail could be used as a feedback mechanism to improve parking management. And if License Plate Recognition technology is ever applied by the parking enforcement unit of the Police Department, it could also generate the data about how all parking resources are used – on Grand Avenue, in the permit parking zones, and in private and institutional lots and ramps.

d. Improving off-street parking resources.

- **Developing shared commercial parking lots:** The Task Force sought the advice of Tim Griffin at the *Saint Paul on the Mississippi Design Center*, who conducted a walking tour of the alleys immediately north and south of Grand between Lexington and Victoria. In a Powerpoint presentation to the Task Force, he estimated that, if the City were able to lease all the private land behind the commercial strip and redevelop it as a single, comprehensive whole, that perhaps as much as 25% more parking could be generated, while at the same time dramatically improving the vehicular circulation, pedestrian safety, stormwater management, and appearance of the area.
- **Developing a more efficient market of off-street parking resources:** It was obvious that off-street parking resources are significantly underutilized, and an informal scan of off-street parking on the day after Thanksgiving in 2006 confirmed that there were many empty spaces. One of the cheapest solutions was to make customers and employees more aware of off-street parking resources, and to encourage the owners of lots and ramps with excess capacity at different times of the day and night to lease contract parking at affordable rates to employees and apartment residents. It was also obvious that common signage and marketing materials would help to inform customers about available off-street parking resources.
- **Allowing “stacked” parking in certain parking lots and ramps:** Some additional parking could be generated by allowing “stacked” parking in lots and ramps where attendants would have keys that allowed them to park cars in and move them around as customers required. This seemed like a reasonable suggestion to City zoning staff as long as the “new” parking wasn’t counted towards the parking requirements in the zoning code.

- **Encourage area institutions to share their parking:** It was clear that some of the institutional parking lots at area churches, including the House of Hope lot in which the City invested almost \$150,000 in 1992 and which the William Mitchell College of Law leases today, were significantly underutilized, and should be encouraged to participate in comprehensive parking solutions. Here, too, the City could help them better manage their lots if it charged the institutions a small fee to monitor the usage automatically by using its License Plate Recognition technology.
- **Developing new parking ramps:** Until Exeter Realty suggested it could be financed privately, the Task Force looked at using net parking meter revenue to finance a new parking deck behind the northwest corner of Victoria Crossing. An early estimate was that 500 parking meters charging the modest rate of \$1.00 an hour could support more than \$1.75 million in revenue bonds. A preliminary sources and uses budget is included as **Attachment L**. In discussion about the construction of the ramp, the Task Force generally agreed that the residents in the nearby permit parking zones would be flexible in temporarily allowing some commercial parking in Zone 9 during the construction of the ramp.

e. Accommodating future commercial growth.

- **Developing a zoning parking credit system.** The elimination of the “Rule of Five” on Grand Avenue sharpens the question about how to adapt existing commercial spaces to new uses. It is possible that it will make it more difficult for independent businesses to remain or expand, since they generally can’t afford to spend as much on parking as national franchises. The zoning parking credit system in use in Old Pasadena seems worth considering, where “new” parking developed within the Parking Improvement District that did not count towards the parking requirement of any existing business, could be “sold” to a business needing a few spaces to meet its parking requirement. This idea is described more fully in **Attachment E**.
- **Creating a Parking Overlay District with reduced requirements:** If a comprehensive solution was truly effective at increasing turnover of on-street parking and improving the utilization of off street parking, and if the PID became permanent, it might be worth considering establishing a Zoning Overlay District in the boundaries of the PID within which the parking requirements in the Zoning Code would be relaxed to reflect the fact that the parking is truly shared.
- **Moderating traffic flow:** While parking credits or a parking overlay district may address certain issues, the long term intensification of commercial uses under the zoning code, and the resulting intensification of traffic in the area, need to be controlled, for they have the potential to negatively impact both the property values of the residential areas, and the economic viability of the commercial strip.
- **New structures:** The design of new mixed use structures appropriate to the development sites and zoning envelopes on Grand Avenue needs to be explored. There are lessons that can be learned from successful mixed use projects around the region, including the newly opened Rondo Library at University and Dale, which is an attractive mixed use building with convenient underground parking.

f. Parking Surveys.

Three surveys were conducted to help inform the work of the Task Force, a survey of where restaurant customers parked, a survey of on-street parking utilization, and a survey of off-street parking lots and ramps on the day after Thanksgiving.

- **GABA Restaurant Survey:** In March of 2006, GABA conducted a survey of the employees and customers of Bonfire, Billy's, Dixies, and the Wild Onion. They asked employees the number and time of their shifts, how they got to work, and where they parked. They asked customers how they got there, where they parked, how long they stayed, whether they had any difficulties, and what suggestions they had to improve parking. The results of this survey are included as **Attachment M**.
- **On-Street Parking Census:** In October of 2005, Frank Zink and interns from Macalester College conducted a census of on-street parking resources on and around Grand Avenue. Using a video camera with a wide-angle lens mounted on the dashboard of a car, they drove on a fixed route throughout the area 8 times during a 24 hour period between Saturday and Sunday morning. The primary result from this phase was to document the number of cars and to identify periods and places of peak intensity. A second phase, which was never completed, intended to classify cars by type (resident, customer, or employee), and the methodology they developed for doing so will undoubtedly be useful in the future. The limitations of the video technology in low light, and the labor intensive nature of the analysis, can potentially both be overcome if the City were to purchase License Plate Recognition technology, which should be able to provide real time data in real detail about how the parking resources in and around Grand Avenue are really used.
- **Off-Street Parking Survey:** On the afternoon of November 24, 2006, the Friday after Thanksgiving (typically the busiest shopping day of the year), Brian Wenger conducted an informal survey of open parking spaces in 14 parking lots and ramps on the east end of Grand Avenue. Even on this prime shopping day, there were over 300 open parking spaces in these lots and ramps: Frattalones, Dixies, Muska, Walgreens, Peir 1, Hazelden, Italian Pie, D'Amia, Cherokee, CVS, US Bank, US Bank2, Chicos, Victoria (third level).

Attachment A
Grand Avenue Parking Task Force Membership and
Individual Task Force Member Statements

Task Force Member	Organizational Affiliation	Stakeholder Group
Georgia Amdahl	Grand Ave. Business Assn.	GABA/Business on Grand
Eric Anderson	St. Paul Police Parking Enforcement	Government
Craig Blakely 1.	Saint Paul PED	Government
Jeff Grady 2.	Summit Hill Parking Committee	Resident off Grand
Alisa Lein	Summit Hill Board Member	District Council/Resident on Grand
Beth Louden	William Mitchell College of Law	Local Institution
Nance Marsden	Grand Ave. Business Assn.	GABA/Business on Grand
Jeff Roy 3.	Summit Hill Association	District Council Staff
Paul St.Martin	Saint Paul Public Works	Government
Amanda Schultz 4.	Grand Ave. Business Assn.	GABA Staff
Mike Schumann 5.	Traditions	Business on Grand
Chad Skally 6.	SHA Board Member/GABA member	District Council/GABA/ Business
Larry Soderholm	Saint Paul PED	Government
Rob Stolpestad	Exeter Realty	Property Owner
Andrew Tomasko	House of Hope Church	Local Institution
Brian Wenger 7.	Community member	Resident off Grand
Linda Winsor 8.	Summit Hill Board Member	District Council/Resident off Grand
John Wolfe	Dixie's on Grand	Business on Grand
Frank Zink 9.	Community member	Resident off Grand

1. Craig Blakely, City of Saint Paul Department of Planning and Economic Development.

In the past 16 years, I have served on three Grand Avenue Parking Task Forces and helped negotiate deals that allowed the City to lease and improve two shared commercial parking lots -- the House of Hope lot (which was voluntary and fell apart when the contract term expired) and the shared lot at Grand and Snelling (which was funded by a special assessment and which continues to this day). As this latest Grand Avenue Parking Task Force reaches its ambiguous conclusion, I would like to pass on what I have learned to whatever group emerges to resume this important work in the future.

- **The management and quality of the parking is more important than the supply:** On- and off-street parking work together as a system. The cheapest way to generate more parking is to use market forces (in the form of enforcement or parking meters) to allocate supply and demand. Not only does this free up parking on the street for customers, but it maximizes the use off-street parking lots and ramps. Improving the quality of off-street parking is also key to maximizing its use, by integrating it into the pedestrian infrastructure of the commercial strip through capital improvements that make it visible, accessible, well-lighted, and attractively landscaped. One of the greatest opportunities for increasing the quantity and quality of parking on Grand Avenue, and improving its ability to compete with suburban malls, would be if the many separate property owners were to lease the land behind their buildings to the City and redevelop it in a comprehensive way without regard to property lines or outdated accessory structures. Not only would this

create more parking, but it would dramatically improve the appearance and safety of what is now a ragged interface between the residential and commercial communities.

- **Parking is a cost of doing business:** Adequate parking is essential to attracting customers and retaining quality employees (if you are a business) and to commanding competitive rents (if you are an apartment building owner). But on Grand Avenue, parking is a visible cost of doing business for only a few merchants and property owners for whom it shows up on their common area charges (at the malls), or as a special assessment on their taxes (at Grand and Snelling). Unfortunately, the perception that parking is “free” allows many other property owners and merchants to benefit from the investments of others without paying their fair share.
- **Grand Avenue can compete with suburban malls:** The latest retail trend is “lifestyle malls,” like *Woodbury Lakes*, or *The Plaza at Rosedale Center*, both of which try to create a “main street feel” with curbside parking. But Grand Avenue is the real deal, with a real main street and real curbside parking surrounded by one of the premiere residential neighborhoods in the upper Midwest. Several things stand in the way of Grand Avenue blowing away such impostors, including the misguided belief in “free” parking, a misdirected search for more parking instead of better managing the parking that exists, and a widespread unwillingness to accept responsibility for providing parking as a cost of doing business, whether that business is commercial or residential. And while you can pay for parking as a common area charge in a mall, or as a special assessment on the benefiting property owners, you can also pay for parking from the net revenue generated by parking meters. While I know some believe that parking meters would mark the death knell for Grand Avenue (and some believe that even parking enforcement would kill it off), I would call their attention to the graph in **Attachment E**, which compares the sales tax generated by several shopping districts in Pasadena. The sales tax generated by Old Pasadena continues to rise after parking meters were installed in 1993 (which paid for 90 minutes of “free” parking in the ramps), while the sales tax for Plaza Pasadena (with plenty of free parking) stays flat until it was demolished in 2001. It’s time for Grand Avenue to realize its true potential, and to grow up and compete with the big boys.

2. Jeff Grady, Summit Hill Parking Committee and resident off Grand.

I have served on the Summit Hill Parking Committee and have also served on the East Grand Ave. Parking Task Force since its inception. As a resident and homeowner on Lincoln Ave., in a non-permit area, I was open to exploring new options to help address this complicated issue.

While the Task Force was not able to reach consensus on a comprehensive plan, there are short-term tactics that would provide an incremental step-by-step solution approach:

- 1) Increase Utilization of Existing Parking Ramps and Surface Lots.

Before jumping to more controversial solutions that could not be agreed upon, focusing on this single area will be an incremental step in solving the parking shortfall. Finding win/win methods to increase utilization of existing parking ramps and surface lots should be followed up on.

I would also like to commend Craig Blakely and Jeff Roy for their dedication and involvement in this Task Force. Their insights and focus helped to keep the group together during this long process.

3. Jeff Roy, Community Organizer, Summit Hill Association.

During its existence, the informal Grand Avenue Parking Task Force held meetings under a set of agreed upon ground rules and made decisions based on consensus. The ground rules, of course, were developed to help create a predictable, safe and open environment for discussion and problem solving that otherwise would be at risk – especially in light of the controversy and strong emotions surrounding several long-time parking issues.

The groundrules were simple and brief:

- One speaker at a time - recognized by the facilitator
- Limit remarks to 2 minutes each time speaking
- Be respectful of other points of view
- No monopolizing – each person can speak on a point before someone speaks again on that same point.
- Be personally responsible to the group in making a safe place
- Don't backtrack

The effectiveness of the ground rules was apparent throughout 2005 and 2006. Each meeting began with a review and agreement to follow the ground rules – thereby providing a reminder to all attending as to what behavior we expected from each other. More than once in those two years, either the facilitator or a task force member was able to use them as a touchstone in order to calm a heated discussion or tactfully remind a member who was monopolizing the discussion.

Consensus Decision Making

Almost from the first meeting, the task force chose to make decisions based on consensus approval of all members present at any one meeting. Given that the task force charged itself with creating a Comprehensive Plan for parking on or near Grand Avenue, there was a strong common desire to develop solutions to parking issues that took into account all stakeholders impacted by current parking shortages. In order to create these comprehensive solutions, it was felt that each stakeholder group would need to not only “get something”, but would also need to give up something to achieve consensus. Competing stakeholder group who may have historically wanted “their vision only” for Grand Avenue parking now felt inclined to be more flexible as the success of the task force in creating the final draft comprehensive parking plan depended on it.

This consensus basis for decision making did urge task force members to be more attentive to the competing ideas, visions and concerns of their fellow members. In that way, consensus was a positive motivator for civil discourse and patient deliberation in finding a common solution agreeable to all.

Yet, as the task force went into its second year, the consensus process began to show predictable limitations. When certain conflicting strategies could not be resolved after months of discussion, the consensus model actually prevented progress on creating the draft comprehensive plan – engendering resentments, re-solidification of competing “camps” and rigidity. This lack of

perceived progress took its toll on the morale of most members of the group. Eventually, progress based on the consensus process reached its limits, progress slowed dramatically, old division re-emerged and the task force had to determine whether to continue its work.

4. Amanda Schultz, Executive Director, Grand Avenue Business Association.

In December of 2004 I contacted Jeff Roy of the Summit Hill Association and requested a Parking Task Force Committee be created due to the numerous calls and requests from businesses and residents. It was decided to choose key players in the area to sit on this Task Force. Their goal was to discuss what has happened and what could be viably changed.

After two years of research, meetings and exploring options the Parking Task Force was unable to come-up with a viable parking plan for the City of St. Paul. Though the work was tedious at times, this document is a great accomplishment and should be shared with the Grand Avenue Business Association and Summit Hill Association. The two Associations should have the opportunity to review and use this document to create their own Parking Committee and attempt to come up with a plan(s). The streets are public use and controlled by the City of St. Paul therefore the City should review the plan(s) and make the final decision.

In the future, some suggestions from businesses include:

1. Improve current parking signage.
2. Businesses to share parking lots during off hours with surrounding businesses.
3. Businesses to look into sharing trash and recycling service to free up more spaces.
4. Create an assessment of alleys behind businesses to maximize those areas.
5. Continue discounts in parking ramps for employees.
6. Allow for teardown of buildings to create parking lots.
7. Limit permit parking to 8pm to 8am.
8. A reduction in allotted permits for residents.
9. A higher fee for permits for residents.
10. Residents on any facing side of a permit-restricted block are allotted permits.
11. Create two-ways on parallel streets to Grand. Allowing for permit parking on one side and public parking on the other side.

5. Mike Schumann, Owner of Traditions, a business on Grand Avenue.

The following are my observations of the parking problem within the Grand East area, based on my involvement with this issue over many years:

1. Contrary to popular belief, much of the parking problem is not due to conflicts between business and residential users, but rather a lack of residential parking due to the historic apartment buildings in the neighborhood that were built during the streetcar era when many households did not own motor vehicles.
2. Over the last 15 years, the parking rules on Grand Avenue have become an unenforceable mish mash of regulations due to the City's willingness to establish timed parking regulations in front of individual businesses, without any regard for the impact on other businesses in the area, enforcement, or overall good public policy. One of the most pressing issues is that a review structure needs to be established to analyze on-street parking requests on a case by case basis and to make sure that all

- on-street parking regulations conform to a logical, understandable, and enforceable parking plan.
3. The current permit parking system needs a significant overhaul. The current system encourages endless expansion by setting permit parking fees way to low to recover administrative and other costs. In addition, when a block is converted to permit parking, existing residential users on adjacent blocks lose their parking and then petition to extend the permit zones onto their blocks purely to regain their lost parking spaces. The following changes need to be made to fix this problem:
 - a. Permit Parking Fees need to be increased substantially.
 - b. The number of Permits issued to each household needs to be reduced to 2, plus unlimited 24 hour visitor permits that are priced at market rates.
 - c. All residents in the neighborhood should be eligible to purchase parking permits in any permit parking zone, regardless of whether their block has permit parking.
 - d. There needs to be more notice to neighbors and surrounding businesses about permit parking changes. As a minimum, permit parking hearings should have the same notice requirements as zoning variances.
 - e. Permit parking petitions should be encouraged to discuss their concerns with their neighbors and representative groups before the permit process is initiated to provide opportunities to explore less drastic alternative solutions.
 - f. There needs to be some compromise on permitting employees to park in residential neighborhoods. Most residents are primarily concerned with their ability (or inability) to park in close proximity to their homes, traffic, and noise, particularly late at night from restaurant and bar patrons and employees. Banning all employees from residential streets is an overly broad response that results in dramatically underutilized on-street parking resources during the day when most residents are at work, while forcing employees to park ever deeper in the neighborhood, or utilizing Grand Avenue parking resources that should be reserved for customers. Permitting daytime employee parking on residential streets should be permit in these areas if this can be accomplished without significant adverse effects on the residents.
 4. Most people want to preserve the historic nature of the Grand Avenue neighborhood. Demolishing buildings for surface lots and/or constructing new ramps should be a last resort to solving our parking problems. Our primary focus should be on improved utilization of existing on and off street parking resources. To this end, the following solutions need to be explored:
 - a. Expanding the utilization of two-sided parking in those areas with high residential parking shortfalls. By using one-way streets, this can create a lot of parking with minimal impact on traffic or safety. St. Albans between Grand and Summit and Lincoln east of Dale are current examples of streets that are configured in this manner without any problems.
 - b. There needs to be better utilization of existing surface lots and ramps. The House of Hope lot is drastically underutilized due to financial disincentives to its use. Free permits for employees and residents would have the potential to drastically improve the utilization of this lot.
 - c. Existing parking ramps are also significantly under utilized. The current Grand Place ramp at Victoria and Grand has less current parking usage than the surface lot that existed at that site previously. The Oxford Hill underground ramp is barely being utilized (1-2 cars per day occupying 50 spaces), in spite of the fact

that it is a free lot. The city zoning code needs to be amended, so that new developments not only have to provide the necessary number of parking spaces, but also ensure that their signage, fees, and parking policies are set up in such a manner that these spaces are used effectively.

6. Chad Skally, SHA Board Member/GABA member.

Until everyone works together parking issues will not improve. There needs to be a permanent body that continuously works on the improvement of parking in the neighborhood. One-time, short lived committees are not effective at (1) solving parking problems that continue to change and (2) implementing parking solutions that take years to be fully effective. The only way we will every see effective parking improvements is if people start taking off their shoes and putting on the shoes of the people across the table from them.

7. Brian Wenger, former President of the Summit Hill Association.

In the past 16 years, I have served on four Grand Avenue Parking Task Forces, and I have facilitated many conversations between residents and businesses over that period of time. With each Task Force, there is understandably a breath of enthusiasm and optimism. All enter the process in good faith and with a desire to improve, but with amazement that more has not been done to date.

But, once involved, all understand that the issues, perspectives, and constituencies are complex. The philosophy, or bell weather, that I used throughout these processes is one of “win/win.” In other words, solutions only get implemented and should only get implemented, if they improve the lot for all, and not if they shift the burden from one constituency to another. The win/win solutions of the past are part of today. There are others still to be implemented. The glaring one is the inefficient use of existing parking spaces. The energy focused on shifting burdens has diverted energy and, in the end, results in benefit for none.

8. Linda Winsor, Summit Hill Association Board Member.

I have served on the *East Grand Ave. Parking Task Force* since its inception in January 2005. It has been a long, arduous process of discussion, research, outreach, diplomacy, and trying to build consensus for a comprehensive parking plan. I have learned more than I ever thought possible about parking and I actually found it very interesting. I was most inspired by the work of *Donald Shoup* and was hopeful that our Task Force members would move forward with a plan based on his findings and the example of Old Pasadena. Although we were unable to reach consensus on a comprehensive parking plan, I am pleased with some of the work we accomplished, most notably our *10 Common Principles*. It is my recommendation that future decisions towards improving the parking situation are based upon these principles.

- **High points:** *Donald Shoup's* presentation at the University of Minnesota, sharing his material with the Task Force members, and contributing to a comprehensive parking plan draft to fit our community's needs.
- **Low point:** The realization that our Task Force was not going to recommend anything substantial to address the overall parking needs of the community.

I look forward to continuing the work of the *Task Force* by serving on the *Summit Hill Association Parking Committee*.

9. Frank Zink, resident off of Grand Avenue.

As a resident and homeowner in Summit Hill, I participated in this taskforce with an interest in helping our community address the parking problems that occur on East Grand Avenue and in the surrounding community. After many hours of work and much consideration of the issues, I would summarize the situation as follows:

- The historical development of Grand Avenue precluded many properties from having an opportunity to develop off-street parking appropriate to their property's use. These parking-deficient properties are primarily businesses and apartments on Grand Avenue.
- During the same historical period, many other properties did have the opportunity to develop off-street parking and have made substantive investments in doing so. These parking-sufficient properties include most single-family homes and also many businesses and apartments (on and off Grand Avenue).
- The fundamental solution to the problem will have to be one that empowers parking-deficient properties to make a substantive investment in parking (solutions). This will certainly require the cooperation and assistance of the entire neighborhood.
- I believe this should be done with a market-based, performance parking plan (included in archive), which charges everyone market rates for on-street parking.

In my view, the work of this taskforce was adversely affected by its structure and the inordinate influence of short-sighted advocacy interests. I believe the best mechanism for a solution in the future will be the Summit Hill Association, as they are the only entity in the neighborhood with broad membership criteria and the ability to do long-range, comprehensive planning for the community (as evidenced by the D16 Plan). Other interested parties should be heard, but the nature of advocacy groups makes them ill-suited for long-term, comprehensive planning.

Attachment B
Grand Avenue Parking History
By Linda Winsor

For about 25 years, Grand Avenue residents and businesses have been trying to improve parking. Parking problems significantly increased in the early 1990's, and a Grand Avenue Parking Task Force was developed that resulted in the implementation of residential permit parking and the development of the House of Hope parking lot for employees. But without any mechanism to encourage employees to use the lot, or to encourage employers to pay for it, after a few years the House of Hope employee parking lot was abandoned.

Since January 2005, at the invitation of the Grand Avenue Business Association (GABA) and the Summit Hill Association (SHA), another Grand Avenue Parking Task Force has been meeting to improve parking on and around Grand Avenue. The Task Force is a small, unofficial body with representatives from GABA, SHA, residents, business owners, and City staff from the departments of Public Works and Planning and Economic Development. It is charged with learning from past efforts and developing a comprehensive plan to improve parking for the many stakeholders on and around Grand Avenue.

With help from Macalester College interns and the Public Works department, the Task Force started researching current parking use and shortages, and developed a draft *Framework* for improving parking on and around Grand Avenue, which was discussed at a public meeting on September 15, 2005. Based on further research, on feedback from the public meeting, on customer surveys, and on new ideas from the planning profession about how best to balance parking demand and supply, the *Framework* has gone through several revisions.

What is clear from the last year of work is that a comprehensive solution will have to address the different needs for parking of all stakeholders, including residents, customers, employees, business owners, and key neighborhood institutions. Though no decisions have been made, the Task Force is looking at a wide range of strategies for turning over on-street parking, for increasing the use and supply of off-street parking, for encouraging employees to park in more remote locations, for improving the coordination of truck deliveries, for improving the enforcement of residential permit parking, and for creating an ongoing mechanism to manage and develop neighborhood parking resources.

The Task Force is planning to have final recommendations out for review this fall.

Some basic information about Grand Avenue is that:

- It was first developed as a streetcar corridor. Thus, there are many apartment and commercial buildings with little off-street parking available.
- There are over 700 residential units on Grand Ave between Ayd Mill Road and Dale Street.
- There are many areas along Grand Avenue that have a strong mix of businesses and residents including: Lexington, Victoria, and Dale.
- The people who park along and around Grand Ave include residents, customers, and employees.

Success towards achieving this *Vision* will be known when progress can be measured towards achieving the following goals:

- Increase the availability of parking for customers on Grand Ave. while preserving parking for Grand Ave. residents.
- Increase the use and availability of off-street parking for customers, employees, and residents.
- Decrease the adverse effects of traffic and parking on the residents of streets adjacent to Grand Avenue.
- Provide parking for all key stakeholders including customers, business owners, employees, institutions and residents.
- Equitably apportion the costs of parking among the beneficiaries on Grand Avenue, primarily the customers.

Attachment C

New Technology for Parking Enforcement

License Plate Recognition (LPR) technology is being marketed by a Canadian firm which has developed several products that might dramatically increase the efficiency of enforcing parking regulations. Click on "Products" on their home page to learn more: <http://www.autovu.com/website/indexEng.html>. LPR technology can read license plates at speeds up to 70 miles per hour. Using a Geographic Positioning System (GPS), a video camera, a precise clock, and a database of all the license plates of cars authorized to park in a permit parking zone, it can provide serious enforcement of parking time limits in a Residential Permit Parking zone and at parking meters, where the 2-hour time limit could be enforced to discourage plugging the meters and encourage turnover. Because it eliminates the slow process of manually chalking the tires and writing out tickets (which can be mailed to the violators), it can cover a much larger area in a fraction of the time. And because the video evidence records the exact time and location, the tickets are almost impossible to contest.

One benefit of LPR technology is that the Parking Enforcement Officer can reference an up-to-the-minute database of all license plates of residents, employees, church-goers, and visitors authorized to park in certain areas. With an automated way to phone in license plates of temporary visitors, this might allow residents in the RPP areas to hold parties without their guests getting ticketed.

It costs about \$75,000 per installation, which can be mounted on a scooter or a car, a cost that might be shared by the PMO and several City departments, and which should be recouped from a dramatic increase in revenue from parking tickets. It could automate parking studies and, with a database of permit parking holders, lead to a significant increase in parking enforcement in Residential Permit Parking areas and employee parking lots. This would result in greater availability of on-street parking, greater utilization of off-street parking, and the first real enforcement of the permit parking regulations. Since it is so efficient, it could be used to enforce regulations in other Residential Permit Parking areas around the city as time permitted.



Attachment D Status-Quo Options

Parking on Grand Avenue if Current Trends Continue By Craig Blakely, September 8, 2006

1. Status Quo Option in 2006: The current parking system on and around Grand Avenue, which developed over the past two decades, has the following familiar features:

- **A widespread perception that there is “free” parking:** With no meters on the street, and most off-street lots available without charge, customers, apartment residents, and employees continue to expect to find free parking.
- **Inadequate parking for businesses and apartment buildings:** The existing commercial and apartment buildings were developed during the streetcar era, before parking was required in the Zoning Code, resulting in large parking shortfalls for some businesses and apartment buildings, complying with which would require demolishing almost every other structure on Grand Avenue.
- **Ineffective enforcement of on-street parking regulations:** Existing time limits on Grand Avenue, and the residential permit parking regulations, are being enforced irregularly using existing labor intensive techniques that involve chalking tires and repeated visits.
- **Cruising Grand and the adjacent streets to find parking:** The shortage of “free” on-street parking causes a lot of customers, employees, and apartment residents to drive around the neighborhood looking for parking.
- **Inequitable investment in commercial parking:** New construction on Grand has to develop parking required in the Zoning Code, and some existing commercial centers have invested a lot in off-street parking resources (paid for by their tenants), but some businesses and commercial property owners are benefiting from these investments without contributing towards them.
- **Underutilization of off-street parking resources:** With no incentive to use them (e.g. enforcement and meters), and customer reluctance to use parking ramps, off-street parking is underutilized.
- **Incremental expansion of residential permit parking:** As parking pressures increase, unless businesses find new ways to increase the utilization of their off-street parking resources, there will continue to be a gradual expansion of residential permit parking.

2. Trends that will define parking in the future: Barring dramatic, unforeseen events (like \$5.00 a gallon gasoline), the following trends seem realistic in the next 5 to 10 years:

- **Growing automobile usage:** The private automobile will continue to be the primary way customers come to Grand Avenue businesses, and the number of automobiles per residential unit will continue to increase.
- **Increased competition from Lifestyle Malls:** Even without construction of *The Bridges of Saint Paul*, competition will grow from “lifestyle centers” like the one just finished in Woodbury and the one under construction in Roseville.
- **Differential investment in parking:** The gap will grow between property owners who invest in developing off-street parking and those who benefit from others’ investments.
- **Increased restrictions on off-street parking:** As competition for parking becomes more intense, private malls and businesses that own their own off-street parking lots and ramps

will impose more restrictions on them (e.g. pay parking, validations, permits) to make them more available for their customers. If Exeter Realty is able to build a deck on the UCC lot, it will likely be a pay parking facility.

- **Continued expansion of residential permit parking zones:** This trend seems bound to continue, and may accelerate if on-street parking is ever enforced more aggressively and if businesses do not maximize the use of the off-street parking they control.
- **Increased enforcement through new technology:** The City will purchase and apply computerized license plate recognition (LPR) technology, resulting in a quantum increase in the enforcement of parking regulations (time limits and permit holders) on Grand Avenue and in the residential permit parking areas. This will result in increased pressure on off-street and more remote parking resources, further increasing the incentive to restrict off-street parking and to extend residential permit parking zones. It will have the greatest impact on employees, who will have to purchase contract parking or find significantly more remote parking.
- **Installation of parking meters on Grand Avenue:** The City has already begun exploring the potential for generating new revenue from parking meters downtown, and Grand Avenue is obviously already on the City's radar as a potential place for parking meters. As parking pressure increases, absent a more comprehensive solution, it seems likely that the City will install parking meters on Grand Avenue in the next 5 to 10 years.

3. Status Quo Option in 2016: Given the status quo in 2006 and current trends, Grand Avenue and the surrounding neighborhood will likely have the following features in 2016.

- **Better parking availability for customers:** Better enforcement and/or parking meters on Grand Avenue will increase availability for customers by forcing employees, commuters, and residents to find other parking, and increased private investment in off-street parking lots and ramps will also help.
- **Less parking for employees and apartment residents:** Employees will be forced to find other parking, either farther away, or in contract lots, increasing the amount of cruising for parking and making it harder for businesses to attract qualified employees. Apartment residents on Grand will also have to find other parking, though they may be allowed to park in residential permit parking zones, and the apartment building owners will find the lack of parking limiting the rents they can charge.
- **More residential permit parking:** Assuming the businesses do not act to improve the efficient use of their off-street parking resources, residential permit parking zones will likely have grown significantly in the areas around Grand Avenue, putting further pressure on employees to find other parking.
- **Tighter controls on off-street commercial parking lots and ramps:** Owners of off street parking will control them more effectively, by charging for parking, or by towing violators, with all of the damage that does to customer and public relations.
- **Fewer independent businesses:** Unable to afford increased rents to pay for parking, or lacking adequate off street parking of their own, independent businesses, and businesses catering to more price-conscious customers, will be at an even greater disadvantage, and many of them will relocate or go out of business.
- **New revenue for the City of Saint Paul:** Despite new costs from License Plate Recognition technologies and the installation and maintenance of parking meters, the City of Saint Paul will find that Grand Avenue produces significant new net revenue for the General Fund.

Status Quo Draft
By Linda Winsor, September 7, 2006

General Statement:

There is no such thing as free parking. Currently, some stakeholders are paying their fair share of costs associated with parking while others are not. Those who are not paying their fair share are taking advantage of those who are paying and are undermining the efforts of those who are bearing the brunt of the costs of parking.

Details:

- Some business and property owners are invested in providing for their parking needs.
- Some business/property owners have not invested in providing for their parking needs.
- Businesses with adequate parking for customers and employees have one less difficulty to address in trying to stay in business (provided the parking costs are affordable).

Businesses without adequate parking:

- Customers drive around to find parking or leave the area.
- Employees drive around to find parking.

Residents on Grand:

- Park off-street when available and affordable.
- Drive around to find on-street parking.
- Join permit parking zone when available.

Residents off Grand:

- Park off-street in garages and driveways.
- Park on-street when available.
- Join permit parking zone when available.

Consequences of driving around to find parking:

- Hurts businesses. Discourages customers who are less likely to return.
- Makes parking less safe for employees.
- Makes streets and alleys less safe.
- Causes more air and noise pollution.
- Harms the residential character of the neighborhoods.

Predictions:

- The lack of adequate parking for businesses and residents on Grand will continue to spill over into the surrounding residential neighborhoods.
- Residents will opt for more residential permit parking to preserve the residential character of their neighborhoods.
- Residents on Grand and employees will drive further to find parking in the neighborhoods.
- Fewer customers will visit Grand Ave. businesses. Some businesses will close. Eventually businesses and residents on Grand will have to address parking shortfalls.

Parking Status Quo
By Chad Skally
September 21, 2006

In the last 30 years car use has increased in the neighborhood due to more cars per each residential home, more residential use of cars, and more business on Grand Ave.

Currently there is significant under-utilization of both on and off-street parking.

- The expansion of permit parking areas has restricted the utilization of many parking spaces on streets.
- There is no incentive for property (businesses, apartment and condo buildings, and single family homes) owners to fully use their off-street parking spaces.
- There are many streets that are not utilizing parking spaces because of no-parking restrictions that do not need to exist. These streets are maintained through the city budget but no parking is being allowed even though it is needed.
- There has been a lack of enforcement of parking time limits on Grand Ave which has reduced the potential availability of parking and gives no incentive for employees and customers to use lots and ramps.
- Many off-street lots behind properties are not fully utilizing their space due to the lack of working with neighbors to maximize parking spaces across property lines.
- Many parking lots could establish more agreements with neighboring businesses and residents to have their lots more fully utilized.

Businesses without adequate parking:

- Customers drive around to find parking or leave the area.
- Employees drive around to find parking.

Residents on Grand:

- Park off-street when available and affordable.
- Drive around to find on-street parking on Grand.
- May join the permit parking zone when available.

Residents off Grand:

- Park off-street in garages and driveways.
- Park on-street when available.
- May join permit parking zone when available.

Consequences of driving around to find parking:

- Hurts businesses. Discourages customers who are less likely to return.
- Makes streets less safe.
- Causes more air and noise pollution.

If trends continue as in the last 10 years the neighborhood will see:

- Permit zones expand thus many streets will be full of potential parking spaces but have no-parking restrictions.
- Enforcement will continue to be minimal.
- Little collaboration among neighbors to maximize parking behind their properties.
- Parking ramps and surface lots will remain underutilized.
- Growing automobile usage.

Attachment E

New Ideas for Parking Management

1. *The High Cost of Free Parking*, by Donald Shoup: This 2005 book is the first fundamental rethinking of how to manage parking in fully-developed cities since the parking meter was invented in 1925 and zoning codes started requiring off-street parking in the 1930s. Shoup believes that our current system of requiring free, off-street parking for various land uses is not only irrational (because it is based on the peak demand for free parking) but counterproductive (because the expectation of free parking encourages more automobile use than the parking that is provided). Because the cost of this parking subsidy is passed on to developers, tenants, and customers, it becomes invisible, but is nevertheless included in every product sold or every service purchased. It also has other costs in the distortion of transportation choices, the warping of urban forms, and the degradation of the environment. Shoup proposes a market-based approach to balancing demand with supply by charging fair market rates for on-street parking, using the excess revenue that meters generate to pay for above-standard improvements and services in the neighborhood that generates it, and reducing the parking requirements in the zoning code to reflect the fact that the parking is truly shared.

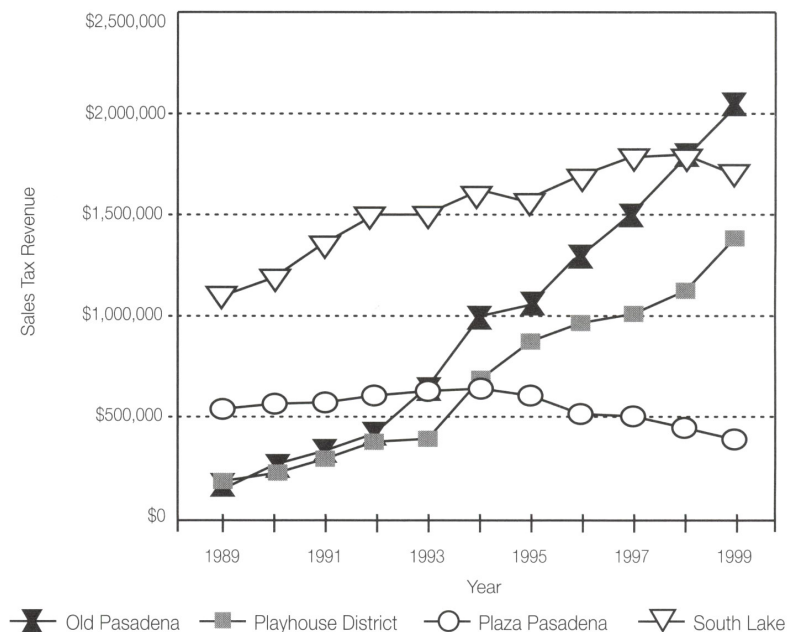
2. Lessons from the Old Pasadena Business Improvement District: One commercial district where Shoup's ideas have been applied is Old Pasadena, which has the following elements.

- **Parking meters with dedicated revenue:** To discourage employees parking up valuable on-street parking resources, in 1993 Pasadena moved from free 2-hour curb parking to parking meters (costing \$1.00 an hour, in effect into the evenings and even on Sundays). The City established the Old Pasadena Parking Meter Zone with an Advisory Board composed of business and property owners to recommend parking policies and set priorities for spending the meter revenue, which amounted to about \$1.4 million a year in 2001, or \$2,000 per meter. With about \$380 a year per meter in operating and capital expenses, that cleared more than \$1.1 million a year in net revenue.
- **Spending the revenue:** Immediately after the meters were installed, the City borrowed \$5 million to finance the *Old Pasadena Streetscape and Alleyways Project*. Debt service on the improvements comes to about \$450,000 a year, leaving almost \$700,000 available for other purposes. About \$250,000 a year goes to the City for additional police foot patrols, about \$425,000 a year in meter revenue goes to the private nonprofit association called the Old Pasadena Management District (OPMD), and just 3% goes into the City general fund.
- **The Old Pasadena Management District:** OPMD is a non-profit business organization, formed in 2000, which plans, manages and develops Old Pasadena. It has the same boundaries as the Parking Meter Zone, and contracts with the City for cleaning, security, marketing, economic development, and advocacy on behalf of the district, and has committees of merchants and property owners focused on these issues. It supplements the parking meter revenue with an assessment on the benefiting property owners to give it an annual operating budget of about \$1.5 million. It spends this on above standard public safety (31%), maintenance (29%), marketing and promotions (17%), administration (16%), and parking management (7%). For further information see the OPMD 2004 Annual Report, http://www.oldpasadena.org/news/opm_ar04.pdf
- **Parking garages** To provide the parking needed by the new development, the City developed two public parking garages and helped finance one private parking garage open to the public. To maximize off-street parking usage, the parking ramps provide 90

minutes of free parking, after which visitors pay \$2.00 an hour up to a maximum of \$6.00 a day.

- **Zoning parking credits:** Pasadena has also implemented an innovative *Parking Credit Program* to encourage the adaptive reuse of older buildings which typically lack the parking required in the zoning code. Instead of providing the required off street parking (which can easily cost \$20,000 per space and require the demolition of existing buildings), a business can pay a modest fee to the City of \$115 per year per space. Because these spaces serve businesses with different peak demands, each of the 1,567 actual spaces counts for 1.5 spaces, resulting in 2,350 parking credits which are purchased by the businesses that don't have the required off street parking. This links the public parking spaces with the private development in Old Pasadena. For further information see: <http://www.ci.pasadena.ca.us/planning/deptorg/curplng/pkgcredit.asp>
- **Results:** By reducing the amount of off street parking that needs to be developed (by selling zoning parking credits in the garages), by managing on and off street parking resources more effectively (by charging market rates for on street parking and 90 minutes of free parking in the ramps), by investing in and maintaining pedestrian-oriented public improvements, and by prohibiting parking lots or parking structures that face the main commercial street, Old Pasadena has seen a dramatic rise in sales tax revenue since it installed parking meters in 1993. This contrasts with a suburban Pasadena shopping mall with free parking called Plaza Pasadena, which the City subsidized in the 1970s and which was demolished in 2001. The following chart on page 413 of the Shoup book shows what such a comprehensive approach to parking, capital improvements, and above standard maintenance can do for an historic commercial district.

Figure 16-4. Pasadena Retail Sales Tax Revenue



Attachment F
Parking Related Strategies of the
District 16 Neighborhood Plan Executive Summary
October 3, 2005

Vision

The Summit Hill neighborhood maintains and reinforces Grand Avenue as an eclectic mix and balance of housing, and small-scale shops, restaurants, and services, both locally and nationally owned, for residents and visitors. Grand Avenue shall continue to be a mix of buildings that respect the historic character of the avenue and neighborhood and that relate closely to the sidewalk and encourage pedestrian activity at the street level. Beautification efforts on Grand Avenue continue with attention to trees, planters, bench gardens, and historical lighting. Businesses provide parking that is affordable, inconspicuous, attractive, and underground when appropriate.

Preserve the pedestrian-friendly, historic residential and commercial character of the Summit Hill neighborhood by providing a healthy balance of transportation options. Address persistent traffic and parking problems in the neighborhood to significantly reduce commercial spillover to residential streets, greatly enhance pedestrian safety through traffic calming and enforcement, and reduce the parking deficit.

Summit Hill will continue to be a safe neighborhood with good quality police and fire protection. Personal safety will be reinforced through Summit Hill's physical and social networks operating within the neighborhood and along Grand Avenue, with a high level of maintenance of spaces and buildings that create a perception and feeling of safety and belonging.

Specific Strategies

The following are strategies that are new initiatives for the City of Saint Paul. The full list of strategies for the Summit Hill Association and other neighborhood partners can be found in the full-length plan.

Grand Avenue Mixed Use Corridor

G1 Corridor Continuity. Maintain Grand Avenue as a continuous neighborhood retail and residential corridor and contain commercial uses and accessory parking within existing boundaries.

G2 Streetscape Enhancement Plan. Develop a Grand Avenue Streetscape Enhancement Plan to make Grand Avenue more pedestrian-, shopper-, and bicycle-friendly, to enhance its aesthetic qualities, and to invigorate its public realm, including Grand Avenue between Oakland Street and I-35E.

G6 Commercial Spillover. Rezoning and variances are opposed by SHA in those areas where parking and traffic problems create undue hardship for neighboring businesses, residents, and visitors.

Housing and Residential Life

H7 Housing Density. Ensure that the impact of any increased density conforms to zoning and building requirements, and that the City considers the development's adverse impact on existing municipal services including, but not limited to, traffic and parking.

H9 Mixed-Use Buildings (Commercial Plus Residential). Ensure that new and renovated mixed-use buildings on Grand Avenue respect the historic nature and character of the neighborhood, as well as providing dedicated off-street or underground parking for residents and tenants.

H10 Housing-related Parking. Encourage residents to fully utilize existing residential parking opportunities in the neighborhood and to create new off-street parking or garages when possible.

1. Work with the City of St. Paul to enforce ordinances regarding parking in alleys and inappropriate or excessive parking on individual properties.

Pedestrian Safety, Traffic, and Parking

P1 Comprehensive Traffic and Parking Study. Initiate, in cooperation with the City, a thorough, comprehensive traffic and parking study of the neighborhood to determine an appropriate transportation and parking management strategy. Public Works will participate in this process as staff resources and time permits.

P2 Specific Safety Measures. Improve pedestrian safety and improve the quality of the pedestrian and bicyclist experience.

1. Make selected crosswalks on arterials (Grand, Summit, Lexington, St. Clair, Victoria) more visible through a combination of striping and/or signage. Encourage the City Police to vigorously enforce laws concerning crosswalks, speed limits, and restricted parking near intersections.
2. SHA recommends the elimination of right turns on red at certain intersections along Summit and Grand avenues to improve pedestrian safety.
3. Emphasize parking restrictions near intersections using signs to clearly indicate no parking. Public Works will install signs on a case-by-case basis.
4. Install signs, plantings, and other signals at neighborhood gateways that announce "Welcome to the Historic Summit Hill Neighborhood," "Slow Down and Stop for Pedestrians in Crosswalks," "20 is Plenty," and "Slow for Children."
5. Summit Hill Association will work with the City, businesses, and developers to install more bicycle racks, benches, and bus shelters.

P3 Traffic-Calming. Utilize traffic calming techniques that include education, enforcement, and engineering resources. Traffic calming includes street design and regulatory features that cause motorists to drive more slowly and with a greater degree of attentiveness.

1. Encourage the City to rigorously enforce speed limits.
2. Increase driver awareness of speed limits by placing speed monitoring display devices on neighborhood streets.

3. Explore and implement with community and City support specific traffic-calming measures such as, speed humps, traffic circles, bump outs, center medians and additional stop signs. Make traffic calming a part of all street reconstruction.
4. SHA will seek to reduce speed limits on residential streets to 25 miles per hour.
5. Retain I-35E at the edge of Summit Hill as a 45-mile per hour parkway and encourage the Minnesota Department of Transportation to maintain its attractive landscaping in the medians and along the roadway.

P4 Traffic Management. Manage traffic flow and street capacity to discourage increased volumes and speeds, provide safe and convenient access to properties, and protect pedestrians.

1. Provide better enforcement of traffic and parking laws. Encourage towing of violators. Restrict parking within 30 feet of intersections, and within 5 feet of alleys and driveways, to ensure visibility.
2. Assess the feasibility of additional traffic controls, such as traffic lights and stop signs.
3. Parking and vehicle access to and from future development on Grand Avenue shall be sensitive to traffic flow, parking needs, and pedestrian safety.
4. Maintain Summit, Grand, and St. Clair Avenues, Dale and Victoria Streets, and Lexington Parkway as 2-lane streets, not to be widened to accommodate increased traffic. However, this will have to be reassessed if Ayd Mill Road turned into a linear park or closed at the south or north end.

P5 Transit. Promote transit use, recapture ridership, and serve the transit-dependent by matching transit service with travel need.

1. Maintain and enhance transit service on Grand and St. Clair Avenues.
2. SHA encourages maintenance of existing transit shelters, installation of new ones when possible, and the elimination or reduction of advertising signs on bus benches and shelters. Summit Hill Association does not want private advertising shelters.
3. Install route maps and schedules at more transit stops.
4. Encourage the Grand Avenue Business Association and other businesses to adopt a merchant-supported token system to encourage transit use.
5. Explore additional transit options to cost-effectively increase transit frequency and ridership and to minimize car use and traffic, such as a trolley for Grand Avenue or by interlining the Grand Avenue transit route with a Minneapolis route so that it meets demand for service to the University of Minnesota, University of St. Thomas, and downtown Minneapolis.

P6 Off-street Parking. Adequate off-street parking shall be provided for all residential and commercial uses, in a manner that respects the historic character of the neighborhood.

1. Screen parking lots using appropriate treatments such as a strong landscaped edge along the street and alley.
2. Work with the Police Department to develop a plan to dramatically increase enforcement of all existing parking ordinances. Review parking variance history and City parking policies to determine if a revised regulatory approach is required.
3. SHA encourages and supports underground parking where appropriate.
4. SHA recommends that rooftop parking is adequately screened by parapets, such that they

prevent visibility to nearby residences from the rooftop parking area.

5. Restrict commercial parking lots from areas that are used primarily for residential purposes.

6. Implement more uniform parking zones on Grand Avenue to facilitate more rigorous enforcement.

7. Continue the option of Permit Parking zones for those residents who request them.

P7 Shared Parking. Facilitate shared parking agreements. Allow and encourage shared parking in institutional lots. The Summit Hill Association, the Grand Avenue Business Association, and the City shall work with property owners to reach parking agreements for shared use of commercial parking as allowed under Statute 62.103 of the Zoning Code, and shared use of institutional lots as allowed under Statute 60.413(15) of the code. Shared parking options should be explored as part of any application for parking variance.

P8 Building Removal for Parking. Discourage building removal solely for parking.

P9 Parking Supply. Retain and expand existing commercial and residential parking.

1. The Summit Hill Association opposes removal of existing parking without substitute parking being provided at a level greater than or equal to current zoning requirements.

2. The Summit Hill Association opposes parking variances and wants all new residential and commercial buildings to provide parking at a level equal to or greater than the current zoning requirements at the time of permit application.

P10 Employee Parking. Find alternatives for employee parking where customer demand is highest.

P11 Customer Parking. Improve awareness of parking options for Grand Avenue customers and visitors.

Planning Process

In 2002, the Summit Hill Association/District 16 Planning Council decided to update its 1989 District 16 Plan. This 2004 Summit Hill/District 16 Neighborhood Plan represents over a thousand hours of volunteer work by community members. The SHA/District 16 Planning Council designated a Steering Committee to work closely with City Officials, and the consultant team of Short Elliott Hendrickson Inc. (SEH) and Sanders Wacker Bergly Inc. (SWB) in a collaborative program over 18 months. Several participation methods, including three community wide meetings, a neighborhood survey, a community video, community vision boards, a photo gallery, and a Grand Avenue Business Association focus group, were used to solicit and engage a broad and diverse cross-section of the community.

Attachment G: The No Restrictive Parking Option

A PETITION Against Restrictive Parking on East Grand Avenue

TO: GRAND AVENUE BUSINESS ASSOCIATION, SUMMIT HILL ASSOCIATION, GRAND AVENUE PARKING TASK FORCE AND THE SAINT PAUL CITY COUNCIL

FROM: CONCERNED BUSINESSES, PROPERTY OWNERS & RESIDENTS ON EAST GRAND AVENUE

CONCERNING: THE GRAND AVENUE PARKING TASK FORCE AND POTENTIAL ACTIONS TO REVISE PARKING ON EAST GRAND AVENUE.

WE, THE UNDERSIGNED PETITIONERS, believe the Grand Avenue Business Association, Summit Hill Association, Grand Avenue Parking Task Force and Saint Paul City Council have not adequately addressed the parking issues of East Grand Avenue. We believe that the proposed strategies do not fairly represent all businesses, property owners, landlords and residents. We are OPPOSED to the following planned legislation on East Grand Avenue:

1. Parking meters, uniform 2, 3 or 4 hour parking and "permit only" parking on East Grand Avenue.
 - 2 hour parking or parking meters will force employees, tenants and certain customers to park on residential neighborhood streets causing more commercial spillover. Surrounding neighborhoods will combat commercial spillover by applying for no parking except by permit. E.g. Milton & Grand Avenue. Permit parking will result in a significant loss of parking for businesses. Customers frustrated with the lack of parking will choose to shop elsewhere.
 - Grand Avenue residents will be forced to purchase parking permits to park on Grand Avenue.
 - 2 hour parking may not be sufficient for several businesses that require long-term parking such as restaurants, bars, spas, etc. Customers who once made a day of shopping on Grand Avenue will not have that option.
 - The cost of parking meters may discourage customers from shopping at certain businesses. E.g. Why pay \$1.00 to park if only purchasing a \$3.00 ice cream cone?
 - Forcing employees to park in remote locations several blocks from their business is a threat to the employee's safety, especially at night and during the winter, increasing the liability on employers. Employees frustrated with the lack of suitable parking will choose to work elsewhere.
 - Can businesses be guaranteed that private parking lots/ramps will always be available for employees?
2. Encouraging parking enforcement to ticket customers
 - Parking enforcement will frustrate customers. This combined with the lack of parking will drive customers to malls, Selby/Dale, University Avenue, Highland and other shopping areas with unrestricted parking.
3. Restrictions on building removal to create surface parking lots

WE, THE UNDERSIGNED PETITIONERS further believe and support the following strategies:

1. Allow each block to manage their own parking needs
2. Reduce restrictions for private businesses to create more surface parking. E.g. removing building structures to create attractive surface parking lots
3. Reduce or move bus stops to create more parking spaces. This will also benefit people who ride the bus who do not want to stop every block.
4. Change select two-way side streets into one-way streets to allow parking on both sides of the street.
5. Allow parking on the Ayd Mill Road bridge
6. Sign agreements with private parking lots and/or ramps to increase utilization of underused available parking. (House of Hope, Muska, CVS, etc).
7. Lobby the City of Saint Paul to use the 1/2% sales tax revenues generated from Grand Avenue businesses to build and help finance municipal ramp parking and surface lots where available.
8. Reduce or eliminate "permit only" parking on Summit, Lincoln and other side streets surrounding Grand Avenue.

Attachment H
Mike Schumann's Parking Proposal
East Grand Avenue Parking Plan
Option A
Rev. 6/12/06

Stakeholders "Primary" Places to Park

- 1. Customers**
 - a. Grand Ave
 - b. Parking Ramps / off-street lots
- 2. Employees**
 - a. Shared Use Church lots
 - b. Off Street Parking lots
 - c. Parking Ramps
 - d. On-street (subject to availability and time of day limits)
- 3. Residents who live on Grand**
 - a. Private Garages / Off Street Parking
 - b. Shared Use lots (Church and/or Business)
 - c. Parking Ramps
 - d. Grand Ave (limited to ensure availability of customer parking)
 - e. Residential Side Streets
- 4. Residents who live off of Grand**
 - a. Garages / Off Street Parking
 - b. Shared Use lots (Church and/or Business)
 - c. Residential Side Streets
- 5. Guests of Grand Ave. Residents**
 - a. Grand Ave. Customer parking facilities (subject to time limits, etc.)
 - b. Residential Side Streets
- 6. Guests of Other Residents**
 - a. Driveways / Private Off Street Parking
 - b. Residential Side Streets
- 7. William Mitchell Students / Faculty**
 - a. William Mitchell off-street lots (including House of Hope)
 - b. Parking Ramps
 - c. Residential Streets (subject to availability and time of day limits)

Parking Strategies

- 1. Simplify Grand Avenue Parking Rules**
 - a. 2 (3?) Hr Uniform Parking Limit
 - b. 15 Minute Zones for Service Businesses
 - c. Special Situations
 - i. Chatsworth – Oxford (Mainly Residential)
 1. Unrestricted Parking
 - ii. Dunlop – Ayd Mill Road (Funeral Home / Wedding Shop)
 1. 4 Hr Parking Limit
 - iii. Ayd Mill Road Bridge

1. Unrestricted Parking on both sides (requires ordinance to overrule State Statute).
- d. 2 (3?) Hr Limit / Unrestricted Parking by Permit Only in front of all buildings on Grand Avenue that are 100% residential
- 2. Increase Utilization of Existing Ramps and Lots**
 - a. Reduce User Rates thru city sponsored volume permit purchases and/or parking subsidies
 - b. Potential Revenue Sources
 - i. Grand Ave. Meters
 - ii. Parking Special Assessment District
 - c. Grand Place Parking Ramp
 - i. Employee Parking
 - ii. Residential Parking
 - d. House of Hope Lot (Free Permits?)
 - i. William Mitchell Students / Faculty
 - ii. Employee Parking
 - iii. Residential Parking
 - e. Muska Ramp
 - i. Residential Parking
 - ii. Employee Parking
 - f. CVS Ramp & Lots
 - i. Better Signage for Customers
 - ii. Employee Parking (particularly for restaurant employees)
 - g. St. Lukes / St. George Church Lots (Free Permits?)
 - i. Employee Parking
 - ii. Residential Parking
- 3. Increase the availability of on-street parking in high demand areas by providing 2 sided parking on North / South cross streets within one block of Grand.**
 - a. Utilize One-Way Traffic if necessary to provide adequate traffic lanes
- 4. Reconfigure Bus Stops to increase on-street parking**
 - a. Co-locate with Fire Hydrants and/or curb cuts
 - b. Stop at every other intersection (also improves speed and fuel economy)
- 5. Utilize Permit Parking Districts in Surrounding Neighborhoods to force employees and customers to parking in designated areas**
- 6. Increased Parking Enforcement**

Permit Parking

- 1. Residential Permit Parking.** Any block within 600 ft of Grand Avenue shall be entitled to establish Residential Permit Parking on that block by a petitioned signed by at least 60% of the property owners on that block. Permit Parking areas do not need to be contiguous to existing Permit Parking areas. All Permit Parking areas established in the Grand Avenue area will be considered a single Permit Parking District, and all Permits issued within this district will be valid in throughout the district.
- 2. Two parking permits per house.** Each residential housing unit that is located within 300 ft of a Permit Parking Area shall be entitled to purchase two (2) Annual On-Street Parking Permits.
 - a. Permit parking districts will not expand just so that residents can buy permits.

3. **Visitor parking.** 24hr Visitor Parking Permits can be purchased by anyone without quantity limits.
 - a. Maximum flexibility for residential visitors
4. **Employee Parking Permits**
 - a. If adequate off-street parking facilities are not available for employee parking at a reasonable cost and within a reasonable distance AND there is excess parking capacity available on a residential street, a limited number of employee parking permits may be sold.
 - b. Employee Parking Permits, if sold, are ONLY valid between 8AM – 9PM.
5. **Permit Costs**
 - a. Resident - \$50 / year
 - i. Discourages Permit Parking unless there is an actual need, without creating unnecessary hardship
 - ii. Encourages residents to use existing garages & off-street parking
 - b. Visitor - \$3 / day
 - i. Priced high enough to prevent abuse by employees
 - c. Employee – Market Rate (set high enough to ensure that parking remains available for residential use)
6. **Use of Funds**
 - a. All Permit Parking Fees will be used for the administration of the Permit Parking System and for Parking Enforcement

Zoning Changes

1. **Eliminate the Rule of 5**
2. **Parking Utilization Rates in New Developments**
 - a. All new development site plans will require a plan to ensure effective utilization of the parking resources required under the zoning code.
 - b. Certificate of Occupancy renewals would be contingent on the utilization rate of the required parking lots / ramps meeting the rates specified in the project's site plan.

Long Range Goals

1. **Grand Avenue Transit Improvements**
 - a. Quarter Zone
 - b. Trolley
2. **New Parking Structure between Milton & Victoria**
 - a. If needed after existing lots and ramps are fully utilized

Attachment I
The Private Sector Option
March 21, 2006

Since the last meeting of the Grand Avenue Parking Task Force, discussions with Exeter Realty have focused renewed attention on the "Private Sector" option which dramatically scales back the expansion of the City's role in providing parking while at the same time provides significant new enforcement in the short term, and significant new parking resources in the long run. What follows is a brief summary of the Private Sector Option.

1. The City would purchase and use License Plate Recognition (LPR) technology.

The City would use the City's Parking Fund to purchase LPR Technology as part of a test of its effectiveness, costs, and benefits. It would agree to implement LPR technology on a pilot basis for a 4 year period in a defined area on and around Grand Avenue with existing parking enforcement staff, and to develop a way to measure the effects of implementing LPR technology in the Grand Avenue area.

2. The community would support construction of a privately-financed deck behind the northwest corner of Victoria Crossing (the "Vic II Deck").

Appropriate community organizations (the District 16 Community Council, the Grand Avenue Business Association, the Summit Avenue Residential Preservation Association, and the East Grand Avenue Property Owners Association) would be asked to approve resolutions supporting the construction by Exeter Realty of the Vic II deck on the explicit understanding that no new parking would count towards any commercial parking required by the Zoning Code. Exeter Realty would maximize the parking by going down a half level. As it did during the construction of the Grand Place ramp, the community would support customer parking on Lincoln Avenue and no enforcement of the parking regulations in the Residential Permit Parking areas during the construction of the Vic II deck.

3. The William Mitchell College of Law would be encouraged to continue leasing the House of Hope parking lot.

Anticipating that a significant increase in the enforcement of the parking regulations in the Residential Permit Parking areas and of the time limits on Grand Avenue will finally encourage students at the William Mitchell College of Law to use the House of Hope lot in significant numbers, the community will support their continued lease of the lot and encourage them to maximize the use of the lot by expanding valet parking for restaurant customers and to explore leasing space in the lot to nearby apartment residents on Grand Avenue.

4. After the Vic II ramp is built, residents on Grand will be allowed by permit to park anywhere on Grand Avenue.

Because vigorous enforcement of the time limits on Grand Avenue will increase usage of off-street parking resources, and because the Vic II ramp will provide new parking, after the Vic II deck is built apartment residents on Grand Avenue in a Residential Permit Parking area would be able to purchase permits equal to the shortfall in the Zoning Code of their premises, with no visitor permits, and no new residences on Grand would get permits. That permit would enable them to park anywhere on Grand Avenue 24 hours a day, in the Grand Place and Vic II ramps and in the Residential Permit Parking area at any time. This benefit would not apply to new residential units on Grand Avenue.

5. Restaurants and other businesses would be encouraged to subsidize parking for their employees in the Grand Place Ramp and in the Vic II deck when it is built.

Because vigorous enforcement of the time limits on Grand Avenue and of the residential permit parking areas will significantly impact restaurant employees, large restaurants in the area and Exeter Realty will be encouraged to reach an agreement whereby safe and affordable parking is provided for restaurant employees in the Grand Place ramp and the Vic II deck when it is built. To maximize its use and to contribute towards its affordability, the City would allow the use of "stacked" parking on the top level of the Grand Place ramp and the Vic II deck, if feasible, where cars with keys available are parked two deep, thus creating an estimated 25 "new" parking spaces in the Grand Place Ramp, none of which would count towards any parking required in the Zoning Code. It is anticipated that stacked parking will be needed only during November and December when demand is at its highest, but it could be extended depending on demand.

Attachment J
Frank Zink's Performance-Based On-Street Parking Management Proposal

Performance-Based On-Street Parking Management Plan for East Grand Avenue Area

- Principle: No parking is free, all incurs a cost. Based on the parking management principles advocated by Donald Shoup, we should charge for all on-street parking in proportion to use and adjust pricing according to demand to achieve desired availability.[1-3]
- Such performance-based pricing for on-street parking will, in turn, encourage efficient management and use of off-street parking by both commercial and residential property owners.
- Use the following mechanisms to charge users for on-street parking in proportion to use:
On Grand Ave.: conventional parking meters with “pay by cell phone” convenience option
Off of Grand Ave.: permit system with permit pricing correlated to amount of use
- Net revenue from parking meters and fees should be re-invested into local area.

On Grand Ave.:

- Recognize a “business parking priority” for the Avenue and manage on-street parking to provide availability and convenience to customers.
- Employees of Grand Ave businesses will be provided safe, secure off-street parking funded by parking meter revenue.
- Residents that live on Grand Ave. will not have priority parking on Grand Ave, but will have access to residential parking off of Grand Ave.
- Use parking meters on the entire Avenue to charge customers directly for on-street parking in proportion to use with a 2 hr maximum. (A base hourly meter rate would be \$1.50) Adjust hourly meter rate (by block) to achieve 85% occupancy average at typical peak times.
- Allow businesses on Grand Ave. to apply for shorter-term (15 min) or longer-term (4 hr) parking meters (in front of their properties) as an option. Allow residential properties to apply for shorter-term (15 min) meters in front of their properties as an option.
- Use conventional meters with “pay by cell phone” option to improve convenience.[4,5]

Off of Grand Ave.:

- Continue to recognize the residential nature of the neighborhood streets as a priority (safe traffic patterns and pedestrian friendliness) and manage on-street parking to provide availability and convenience to residents.[6]
- Continue to allow residential permit zones as an option to residents. Split existing or any new residential parking zones into two zones, North and South of Grand Ave.
- Allow Grand Ave. residents access to any residential permit zone on their respective side of Grand Ave. without requiring direct geographic contingency.
- Expand applicable hours for residential permit parking to 11am to 6am (current hours are 11am to 1am).
- For those residents that desire on-street parking access during the day/evening but primarily park their car off-street, continue to charge a nominal permit fee. Charge a “market rate” for those residents that use on-street parking as primary parking (overnight) for their vehicle. Create a single use temporary permit for occasional day/evening/overnight resident users. Price residential permits as follows:
 - o Fixed permit for Day/Evening Use (11am – 1am) - \$15 per car per year
 - o Fixed permit for Day/Evening/Overnight Use (11am – 6am) – market rate - initially \$100 per car per year
 - o Temporary permit for single Day/Evening/Overnight Use by Residents or their Guests (11am – 6am) - \$1.50 per tag (use pre-purchased single-use hang tags with scratch-off date.[7])
- Allow up to four fixed permits per address. There would be no limit on temporary permits, but each would be identified by number to the resident purchaser to help prevent misuse.
- Adjust the market overnight rate (initially \$100) over time and geographically in response to demand to achieve a desired level of parking availability (average 85% occupied during peak demand).

Municipal Obligations:

- Adjust city code to accommodate proposed management mechanisms
- Create a parking management mechanism with a local advisory group. One of their primary functions is to periodically adjust hourly meter rates and overnight residential parking rates and advise on use of revenues.[8] Should the city require some revenue to be provided to the general fund, a parking increment finance mechanism would be used to share net revenue between the immediate locality and the general fund.[9] Net revenue would be that remaining after parking plan obligations (meter maintenance, permit administration, management district administration, etc.) have been fulfilled.

- Recognize that enforcement underlies all effective mechanisms of parking management. Create an administrative mechanism that recognizes the net revenue provided by enforcement activities when considering budget planning. Parking violation fines would have to be consistent with the fee structure for the managed parking district, such that the cost of violation significantly exceeds the cost of compliance.

Stakeholder Considerations:

- In order to be viable, any parking management plan should provide tangible benefits to major stakeholders.

References/Notes:

1. Information on Donald Shoup, Professor of Urban Planning, UCLA, <http://shoup.bol.ucla.edu>
2. “Pay as You Park” Article in Planning Magazine by Ruth Knack, May 2005, <http://shoup.bol.ucla.edu/PayAsYouPark.htm>
3. Case study of Old Pasadena, CA which implemented performance based parking, <http://shoup.bol.ucla.edu/SmallChange.pdf>
4. City of Vancouver website describes pay by cell phone implementation using conventional meters, <http://www.vancouver.ca/engsvcs/parking/paybyphone.htm>
5. Verrus website, a pay by cell phone vendor, <http://www.verrus.com/corporate/services/services.htm>
6. The St. Paul City Legislative Code, Chapter 168, based on ordinance adopted in 1983, implements residential permit parking and commits to the preservation of residential districts as residential, <http://www.stpaul.gov/code/lc168.html>
7. Several vendors make scratch-off temporary hang tags, here is an example, <http://www.electromark.com/indexstock.asp?prodtype=S&gallery=1&wizardid=89>
8. Redwood City, California’s ordinance that created a parking management advisory group, <http://shoup.bol.ucla.edu/RedwoodCity.pdf>
9. This article in Planetizen, March, 2006, describes the Parking Increment Finance District concept, <http://www.planetizen.com/node/19150>

Pros and cons of this plan for various stakeholder groups on Grand Avenue.

Municipality	Businesses & Customers	Apartment Dwellers/Owners	Residential Homeowners	Employees	Institutions (Schools/Churches)
Pros					
<ul style="list-style-type: none"> • Defensible public policy based on simple principle • “Doable” because model represents evolution of existing mechanisms (parking meters, permit zones) • All identified stakeholders realize some benefit • Recognizes importance of both healthy commercial district and safe residential neighborhoods • Uses proven conventional and new technology to allow improved parking management/utilization • Nominal capital cost • Model has potential application elsewhere in city • Parking Increment Finance mechanism might allow general fund benefit • Consistent with approved District 16 Neighborhood Plan. 	<ul style="list-style-type: none"> • Improved on-street parking availability for customers • Grand Ave (a mixed use street) recognized as having a “business parking” priority • Existing and future business investment in off-street parking is protected and encouraged • Payment is made directly by customers in proportion to their on-street parking use with high tech option for improved convenience • Shorter term or longer term parking meter option available to businesses • Residential nature of surrounding neighborhoods is maintained/encouraged • Revenue re-invested in local area • Ongoing management via “parking management district mechanism” • Consistent with approved District 16 Neighborhood Plan. 	<ul style="list-style-type: none"> • Overnight on-street parking more likely available on nearby residential streets • Direct geographic proximity not required to participate in permit zone • Shorter parking meter option available in front of residences • Daily resident/guest use hangtags available for residential permit zone • Recent condo/ apartment developments with capital investment in off-street parking are not disadvantaged • Revenue re-invested in local area • Ongoing management via “parking management district mechanism” 	<ul style="list-style-type: none"> • Parking-deficit properties have clear incentive to improve their off-street parking • “Maintaining residential nature of neighborhood” continues as policy priority off of Grand Ave. • On-street parking in neighborhood permit areas is limited to residential use in sustainable manner • Displaced Grand Ave. residents distributed to both North and South Sides of Grand Ave. • Circulating customer traffic is reduced due to improved on-street availability on Grand Ave. • Daily resident/ visitor use permits may be more convenient for some types of use • Grand Ave. commercial district is supported/ encouraged • Consistent with approved District 16 Neighborhood Plan. • Revenue re-invested in local area • Ongoing management via “parking management district mechanism” 	<ul style="list-style-type: none"> • Access to free, safe, secure off-street parking • Private, off-street parking options still available • Net revenue re-invested in local area • Ongoing management via “parking management district mechanism” 	<ul style="list-style-type: none"> • On-street parking on institutional block fronts remains unregulated • Management of private off-street lots remains private, allowing flexibility in meeting institutional parking needs • Continued potential for revenue generation by provision of off-street parking for Grand Ave. employee use • Revenue re-invested in local area • Ongoing management via “parking management district mechanism”

Municipality	Businesses & Customers	Apartment Dwellers/Owners	Residential Homeowners	Employees	Institutions (Schools/Churches)
Cons					
<ul style="list-style-type: none"> ● Plan has finite obligations (such as safe, secure off-street employee parking, consistent & thorough enforcement) that must be provided ● Requires a “parking management district” mechanism 	<ul style="list-style-type: none"> ● Increased hassle & cost compared to “free” parking ● Nearby residential streets closed to customers & employees if permit zone 	<ul style="list-style-type: none"> ● Residential parking permit will cost significant \$ if overnight ● No longer term parking available on Grand Ave. during metered hours 	<ul style="list-style-type: none"> ● Implementation of permit zone still optional, but more inevitable ● High density residential areas still more crowded or more expensive ● Cost of basic permit for day/ evening use increases slightly ● Substantial increase in cost for overnight on-street parking 	<ul style="list-style-type: none"> ● No access to on-street parking on Grand Ave. or residential permit zones ● Off-street employee parking lots may be 2-3 blocks away 	<ul style="list-style-type: none"> ● On-street residential, on-street commercial, and off-street lots all will be more highly regulated

Attachment K
State Statute Allowing Parking Assessment Districts

[Minnesota Statutes 2005, Table of Chapters](#)

[Table of contents for Chapter 459](#)

459.14 Automobile parking facilities.

Subdivision 1. **Acquisition of property.** Any city of the second, third, or fourth class, however organized, and any statutory city may acquire by gift, lease, purchase or condemnation proceedings any real property within or without the corporate limits, or any interest therein, deemed by its governing body to be needed for improving the municipality's regulation and control of traffic on its streets, alleys and public grounds by providing, regulating and operating on-street or off-street parking lanes or areas, and may acquire by purchase or lease parking meters or other parking or traffic control devices and may devote any property already owned by the municipality and devoted to other purposes to be used as a parking lane or area and may construct, or otherwise provide, equip, maintain and operate automobile parking facilities and may expend municipal funds for these purposes. Where all the bonds issued for a given project are wholly payable from the net revenue of all such operations, the proceeds of such bonds may be used for the acquisition, construction or improvement of automobile parking facilities by a resolution adopted by the governing body without an election notwithstanding any charter or statutory provision to the contrary. The term "automobile parking facilities" as used in this section includes lots, lanes, garages, ramps or other structures and accessories, including such meters and devices; such facilities may be surface facilities above or under the ground. Provided that no product or service other than the parking of vehicles and the delivery thereof shall be dispensed or furnished at or in connection with any such parking facility. Provided, further, that the municipality shall not convert to a parking facility any land conveyed to it on a condition restricting its use to some other purpose.

Subd. 1a. **Minneapolis, application.** The provisions of this section shall apply in all respects to the city of Minneapolis, except that the authority granted thereby may be exercised by such a city only within its corporate limits.

Subd. 1b. **St. Paul, application.** The provisions of this section shall apply in all respects to the city of Saint Paul, except that the authority granted thereby may be exercised by such city only within its corporate limits.

Subd. 2. **Financing.** The municipality may pay for any portion of the cost of providing automobile parking facilities by:

- (1) appropriating money as authorized in subdivision 1;
- (2) levying a tax on the taxable property within the municipality;
- (3) levying special assessments against benefited property;

- (4) appropriating any or all net revenues derived from the operation of its parking facilities;
- (5) classifying the users of the facilities as a subject for taxation, and imposing taxes thereon computed according to the extent of use of the facilities;
- (6) imposing reasonable rates, rents, fees, and charges for the use of any on-street or off-street parking privilege or facility, which may be in excess of actual cost of operation, maintenance, regulation, and supervision of parking at the particular location where the privilege is exercised;
- (7) leasing any off-street facilities at specified or determinable rents to be paid to the municipality under a lease made as provided in subdivision 4;
- (8) borrowing money and issuing bonds as authorized and limited by subdivision 3; or
- (9) any combination of the foregoing.

Subd. 3. **Bonds.** Any municipality to which this section applies may issue bonds for the acquisition, construction, or improvement of automobile parking facilities. Any such bonds shall be authorized and issued and sold in the manner prescribed by the laws of this state or the charter of the municipality for the issuance and authorization of bonds thereof for public purposes generally, except as in this section otherwise provided. The amount of all bonds issued by any such municipality under this section shall not be included in the net indebtedness of the municipality or in any computation of the outstanding indebtedness of the municipality for the purpose of determining the limit of its net indebtedness. Bonds so authorized and issued may be made payable wholly from general ad valorem taxes levied in sufficient amounts upon all taxable properties in the municipality, or wholly from special assessments levied upon properties within one or more parking, benefit districts, or wholly from the net revenues of operations of on-street and off-street facilities, not exceeding the portion of such net revenue available therefore under the charter of the municipality, or such bonds may be made payable from any combination of such sources of income, as specified and defined in the resolution or ordinance authorizing their issuance; provided that bonds may be issued pledging the faith and credit of the municipality for the payment without the prior approval of a majority of the voters of the municipality voting thereon at an election ordered by the governing body if special assessments have been or will be levied in an amount not less than 50 percent of the amount of such bonds; and provided further that where such bonds are payable wholly from the net revenues of all such operations, the bonds may be authorized, issued, and sold by a resolution adopted by the governing body without an election notwithstanding any charter or statutory provision to the contrary.

Subd. 4. **Lease, rental charges.** The governing body of any municipality providing automobile parking facilities under this section may make such other provisions for their operation and management as it may deem necessary, and it may lease and rent all or any off-street facilities to persons, firms or corporations to be used for purposes of automobile parking and fix the rentals to be charged therefore, and when so leased to regulate the rates and charges to be exacted for the services so provided, and which lease shall prohibit the sale or offer for sale by the lessee of any merchandise or supplies, including gasoline or oil, or the cleaning, repair or furnishing of services other than parking and delivery of automobiles. Such lease may require

the lessee to make improvements to become the property of the municipality upon expiration or termination of the lease. The governing body may, in the alternative, employ any person, firm or corporation as operating manager and agent for the municipality to operate and maintain any such facility or facilities in behalf of the municipality under a contract defining the terms of such employment.

Subd. 5. **Licenses.** In event of establishment of parking facilities at or near the municipality's boundaries, the governing body may provide and regulate by licensing or by its own operations, transportation between the same and business centers.

Subd. 6. **Powers, how exercised.** Except as otherwise specified in this section, any and all powers granted or confirmed by this section may be exercised by the governing body by ordinance or resolution. Any municipal action regulating or prohibiting parking or traffic on streets, alleys or other public highways, or which establishes rates, fees, charges or taxes for on-street parking, or penalties for violation of such regulations or prohibitions, shall be by ordinance. Any such ordinance may provide that the presence of a vehicle in or upon any public street, alley or highway in the municipality, stopped, standing or parked in violation of such ordinance, shall be prima facie evidence that the person in whose name such vehicle is registered as owner committed or authorized the commission of such violation.

Subd. 7. **Special assessments, hearing.** An automobile parking facility is a local improvement within the meaning of sections [429.011](#) to [429.091](#) and, except as otherwise provided in this section, may be financed in whole or in part by special assessments levied in accordance with those sections. In apportioning such special assessments, the governing body shall take into consideration the improvements on the land and the present and potential use of the respective lots, pieces or parcels during the anticipated period of usefulness of the facility providing the benefits. If the governing body in levying such assessments determines that all or part of the benefited property is benefited to a lesser extent than other property, it may establish separate benefit districts for an improvement each comprising property benefited to a like extent, whether or not contiguous, and may provide either a different rate of assessment or, in lieu thereof, a different number of installments payable at such times as the governing body shall determine, subject only to the condition that the assessments for such benefit districts be made payable at such times as will permit the use thereof for payment of principal of and interest on any bonds issued for the improvement with respect to which they are levied. Interest on the unpaid balance of assessments levied under this subdivision shall be payable semiannually with other taxes levied on such property.

Subd. 8. **Property exempt from taxation.** Any real or personal property owned, leased, maintained, or operated as a municipal parking facility under this section is owned, leased, maintained, or operated for essential public and governmental purposes, and is exempt from all ad valorem taxes levied by the state or a political subdivision of the state.

HIST: (1933-3) 1919 c 281 s 1; 1947 c 621 s 1; 1953 c 675 s 1; 1955 c 259 s 1; 1955 c 873 s 1,2; 1965 c 877 s 6; 1967 c 288 s 1,2; 1967 c 669 s 1; 1973 c 123 art 5 s 7; 1973 c 292 s 1; 1973 c 773 s 1; 1980 c 509 s 167; 1989 c 277 art 2, s 59; art 4 s 59; 1994 c 505 art 3 s 12

Attachment L
Revenue Potential from Parking Meters

Grand Parking Improvement District: Sources and Uses				
	Units	Cost		Total
CAPITAL BUDGET				
Sources of Capital Funds				
City loan from the Parking Meter Fund				\$375,000
Total Sources of Capital Funds				\$375,000
Uses of Capital Funds				
Parking Meters, purchase and install	500	\$600	each	\$300,000
License Plate Recognition (LPR) Technology	1	\$75,000	each	\$75,000
Total Uses of Capital Funds				\$375,000
OPERATING BUDGET				
Sources of Operating Funds				
Parking Meters on Grand Ave. (\$60 a week max.)	500	\$30	a week	\$780,000
Total Sources of Operating Funds				\$780,000
Uses of Operating Funds				
Above Standard Parking Enforcement Officers	1	\$50,000	/person	-\$50,000
Amortize Meters and LPR costs (10 yrs, 7% int.)				-\$53,392
Parking Meter Maintenance and LPR service contract		\$300	a year	-\$160,000
Plowing, sweeping, restriping, seal coating, reserve				-\$100,000
Subsidizing contract parking for employees, apartment residents	200	\$30	a mo.	\$-72,000
Paying for 90 minutes of free parking in the ramp				-\$100,000
Payments In Lieu of Taxes				-\$10,000
Lease payments				-\$40,000
Total Uses of Operating Funds				-\$585,392
Annual Excess of Revenue Over Expenses				\$194,608
FUTURE FINANCIAL OPTIONS				
Cash on hand at the end of two year trial period				\$389,216
Plus potential revenue bonds if PID is continued (10 years, 7% interest)				\$1,366,848
Cash available for capital improvements				\$1,756,064

Attachment M
Restaurant and On-Street Parking Surveys

I. EMPLOYEE PARKING SURVEY

	BONFIRE	BILLY's	DIXIE'S	W.ONION
surveys returned	52	27	26	1
<u>SHIFTS/WEEK</u>				
1-2	4	3	3	
3-5	26	17	15	
5-7	23	8	8	
<u>SHIFT TIMES</u>				
8am - 11am	10	2	3	
11am - 3pm	24	4	11	
3pm - 7pm	33	9	13	
7pm - 2am	34	25	13	
<u>GOT TO WORK</u>				
Car	47	24	16	75%
Bus	1	1	5	5%
Bike	1		1	
Walk	11	3	7	20%
<u>PARKING</u>				
Ramp				
Wm.Mitchell Lot (strictly enforced)	1		2	
Grand	8	3	13	
Summit	17	24		
South of Grand	23			
North of Summit		1		
Victoria and Avon		1		
St. Albans			5	
Goodrich	9			
<u>DIFFICULTIES</u>				
yes	21	26	7	
no	29		16	x

II. CUSTOMER SURVEY: MARCH 31, 2006 – EVENING CROWD

A. BONFIRE

1. How did you get to Grand Ave tonight?

Car: 17
Walk: 10
Got a ride: 3
Bus: 1
Cab: 1

2. Where did you park? Specifically

Victoria lot:	3
Grand Avenue:	4
Summit:	2
Ramp:	1
Victoria:	2
North past Summit:	1
Billy's:	2

3. How many hours do you plan to stay on the Avenue?

1-2:	2
3-4:	6
5-7:	4
til close:	2

4. Do you generally have difficulties parking on Grand Avenue?

Always
No
Sometimes
Difficult
Easy
Problem, but not like Uptown, if you come early it is do-able
Don't like that you get towed after 2am
Worst parking in the Twin Cities
Difficult, except for ramp
(4) Yes
I go straight to the ramp
Monday and Tuesday are the worst
Have to park far away

5. Do you have any parking suggestions for us?

The signage is good
(4) Businesses should let you park overnight/No more towing from lots after 2am
Trolley
It IS an issue – more available parking – it is the worst parking
New lot
(2) More lots
Corner parking/signs
More ramps
It's not bad
Why just residents in permit areas?
Park more at William Mitchell
Students need more areas to park

B. BILLY'S

1. How did you get to Grand Ave tonight?

Car:	15
Walk:	4
Got a ride:	1

2. Where did you park? Specifically

Behind Billy's:	8
Ramp:	4
Summit:	1

3. How many hours do you plan to stay on the Avenue?

1-2:	4
3-4:	4
5-7:	3

4. Do you generally have difficulties parking on Grand Avenue?

Easy to find
Depends on time of day – evenings are bad
Not a problem – even if it is crowded you can still find a spot
Yes – nights and weekends
Contract in ramp
Weekends
All of the time

5. Do you have any parking suggestions for us?

(2) Don't tow after 2am – ticket instead / more overnight parking
(2) More lots

C. DIXIE'S

1. How did you get to Grand Ave tonight?

Car:	19
Walk:	1
Got a ride:	1
Cab:	1

2. Where did you park? Specifically

Dixie's lot:	5
Grand:	4
Summit:	2
Grotto:	2
Valet:	1
St. Albans:	1
Neighborhood:	1

3. How many hours do you plan to stay on the Avenue?

½:	1
1-2:	2
3-4:	8
5-7:	3

4. Do you generally have difficulties parking on Grand Avenue?

Yes, all day
Can't find front location, but always find something on Grand
Not so bad – a lot easier than Minneapolis
Not a problem – issues on Saturday
Ramp, or always find a spot
A problem – we came early to get a spot
Able to find
Not a problem
Can find a spot if you are here between 4-6pm
Yes
Big problem

5. Do you have any parking suggestions for us?

Ramps are ugly for urban area
More valet – make complimentary and I will tip
Downtown parking shuttle (mpls + st. paul) or end of St. Thomas
(2) Light rail
Get rid of neighborhood permits
Roof-top parking
Multi-level parking ramp
Do the opposite of what they have around the Xcel Center
Make sure the signage is clear
Increase availability
More valet parking on Grand
Get parking from stores w/lots that are closed in the evenings
Bigger lot
Likes the Victoria Crossing lot
Open residential – there are always only 1-2 cars parked in permit areas

D. WILD ONION

1. How did you get to Grand Ave tonight?

Car:	28
Walk:	1

2. Where did you park? Specifically

Wild Onion Lot:	17
Grand Avenue:	4
Restoration lot:	3

Summit: 1
Cross St. of Grand: 1

3. How many hours do you plan to stay on the Avenue?

1-2: 5
3-4: 5
5-7: 4
2-3: 3
til close: 1
Less than 1: 1

4. Do you generally have difficulties parking on Grand Avenue?

Depending on the time
Never an issue
Get here early
Big Time
Park in the ramp
A city is a city – you have to accept it. If we wanted parking we'd go to the suburbs
YES!
No, we always find a spot
Billy's is worse
Night issue – cars get towed from lots after 2am
OK, usually can find
Can be difficult, but not unreasonable
Depends on when you go – Bonfire and Billy's have no spots
(2) Depends on time of day – usually can find a spot
Easy
No – the ramp always has spots
Difficult, can never find a spot

5. Do you have any parking suggestions for us?

Not much you can do
(2) More ramps
Valet more
Ramp
No Ramps
People should carpool/taxi
Ramp or lot
Grand is growing – don't know what you can do
Doesn't like the ramp – Billy's lot could have multiple levels
More street parking
(2) Likes the ramp on Victoria
Not more ramps or lots
Underground parking in all new buildings
More lighting for parking

Parking Census Research Project

by Frank Zink

The objective of this project is to assess parking use (availability, type of use) throughout the day in the area near Grand Ave. in the Summit Hill neighborhood.

Methods: A video survey of parking was acquired by driving a car (with wide-angle video camera on dashboard) on a fixed route throughout the area. Video surveys (which take approx. 30 minutes to complete) were taken 8 times during a 24 hr period. The survey times (6am, 10am, 1pm, 4pm, 7pm, 10pm, 1am, 6am) were chosen to maximize yield of information about type of parking use (customer, resident, employee, etc.). The survey included East-West streets in the region bounded by Lexington and Dale, including the Summit Ave (S side), Grand Ave. (N&S sides), Lincoln Ave (S side), and Goodrich Ave. (N side)

Analysis: The initial analysis was undertaken to log a parking census by block for each of the 8 time periods, and that was completed and is enclosed. It also shows the theoretical capacity of each block as determined by city records.

The second phase of analysis, which was not completed, was intended to break down the parking by type of use. Here was the intended methodology:

We intend to classify each parked car as one of three types: resident, customer, or employee (a simplified, three-component model). Here's how the classification would work:

A resident car would be any car that was present at 6am (Sat or Sun). If it remained present at 6am at subsequent times or was present the next day at 6am, it was also classified as a resident.

An employee car is any car that is not a resident and is present for two (or more) consecutive data acquisitions (for instance, not present at 6am but is present at 1pm and 4pm.).

A customer would be any car that is not a resident and not an employee (thus, present for shorter time).

Comment: The data were acquired in a digital video format that allowed multiple videos to be analyzed simultaneously on a pc. Thus, 4 or 5 time periods could be compared at the same time with each video looping over a single block or advanced frame by frame. The problem arose with the data acquired after dark, when the video light that was used failed to provide sufficient time resolution (too blurry) to identify car colors and thus specific cars on a block. The daylight data could have been analyzed by type of use for the time periods 1p and 4p, but this was not completed due to lack of time.

Video Data Parking Survey Totals

F Zink

Street	Block	Side	Block #	CAPACITY*	Sat 10/22/05					Sun		
					6a	10a	1p	4p	7p	10p	1a+	6a+
Summit Ave.	Lexington to Oxford	S	1	27	6	4	6	2	6	3	4	0
Summit Ave.	Oxford to Chatsworth	S	2	15	0	3	5	6	10	10	3	3
Summit Ave.	Chatsworth to Milton	S	3	25	1	2	6	9	8	10	4	2
Summit Ave.	Milton to Victoria	S	4	26	6	7	15	18	8	8	9	7
Summit Ave.	Victoria to Avon	S	5	26	8	13	24	18	17	17	12	3
Summit Ave.	Avon to Grotto	S	6	24	1	2	11	5	5	4	12	8
Summit Ave.	Grotto to St. Albans	S	7	24	12	13	13	6	14	11	14	10
Summit Ave.	St. Albans to Dale	S	8	26	20	16	18	13	19	16	18	17
Dale	Summit to Grand	W	9									
Grand Ave.	St. Albans to Dale	N	10	28	13	15	24	22	19	18	18	16
Grand Ave.	Grotto to St. Albans	N	11	25	13	15	20	20	21	18	8	9
Grand Ave.	Avon to Grotto	N	12	23	2	5	10	5	7	9	11	1
Grand Ave.	Victoria to Avon	N	13	25	4	13	16	21	19	16	20	0
Grand Ave.	Milton to Victoria	N	14	26	11	17	24	23	18	18	19	10
Grand Ave.	Chatsworth to Milton	N	15	26	5	12	18	13	11	6	7	7
Grand Ave.	Oxford to Chatsworth	N	16	28	19	21	19	16	13	15	17	18
Grand Ave.	Lexington to Oxford	N	17	25	0	6	11	9	8	4	0	0
Oxford	Goodrich to Lincoln	E	18									
Lincoln	Oxford to Chatsworth	S	19	28	17	16	15	17	15	16	14	14
Lincoln	Chatsworth to Milton	S	20	27	21	19	20	18	13	22	14	15
Lincoln	Milton to Victoria	S	21	25	21	14	20	19	18	20	24	23
Lincoln	Victoria to Avon	S	22	25	18	11	18	11	16	12	16	14
Lincoln	Avon to Grotto	S	23	28	12	9	11	10	12	16	18	15
Lincoln	Grotto to St. Albans	S	24	28	23	21	22	21	22	24	19	20
Lincoln	St. Albans to Dale	S	25	25	25	21	18	21	25	27	25	27
Dale	Lincoln to Goodrich	W	26									
Goodrich	St. Albans to Dale	N	27	28	13	9	11	9	13	15	16	13
Goodrich	Grotto to St. Albans	N	28	28	6	5	6	8	8	8	7	7
Goodrich	Avon to Grotto	N	29	28	8	5	8	9	7	8	10	10
Goodrich	Victoria to Avon	N	30	27	2	2	0	2	2	2	2	3
Goodrich	Milton to Victoria	N	31	28	18	20	22	20	24	23	21	18
Goodrich	Chatsworth to Milton	N	32	28	23	22	18	17	21	22	25	26
Goodrich	Oxford to Chatsworth	N	33	28	9	8	10	10	11	9	7	7
Goodrich	Lexington to Oxford	N	34	28	18	17	13	13	13	16	14	15
Lexington	Goodrich to Lincoln	E	35									
Lexington	Lincoln to Grand	E	36									
Grand Ave.	Lexington to Oxford	S	37	24	0	9	14	10	14	5	1	0
Grand Ave.	Oxford to Chatsworth	S	38	27	18	17	19	14	16	15	18	19
Grand Ave.	Chatsworth to Milton	S	39	28	13	17	24	21	16	14	14	16
Grand Ave.	Milton to Victoria	S	40	28	16	21	24	22	19	20	19	15
Grand Ave.	Victoria to Avon	S	41	27	5	19	22	22	23	21	18	8
Grand Ave.	Avon to Grotto	S	42	26	6	19	20	16	19	20	18	9
Grand Ave.	Grotto to St. Albans	S	43	26	11	14	17	13	13	15	14	11
Grand Ave.	St. Albans to Dale	S	44	26	14	23	22	16	20	18	18	15

*based on 12/1/05 survey

Attachment N
Meeting Minutes

East Grand Avenue Parking Task Force
1-25-05
Dixie's on Grand

Attendance

1. Amanda Schultz, GABA Exec. Dir., 699-0029, amanda@grand.com
2. Nancy Breymeier, GABA/Strategic Financial Grope, 224-3200, nbrey@comcast.net
3. Mike Schuman, GABA / Traditions, 208-3791, mike@traditions.com
4. John Wolf, GABA / Dixies, 222-7345, Dixies@IAXS.net
5. Jeff Grady, SHA / 674 Lincoln, 225-1258, jjgrady@mmm.com
6. Trevor Sannes, Grand Ave. renter, 335-8475
7. Chad Skally, SHA / Skally Management, 298-1188, chad@skalls.com
8. Linda Winsor, SHA / Goodrich resident, 224-6004, ljwinsor@yahoo.com
9. Merritt Clapp-Smith, SHA / Grotto resident, 222-6533, cdsmith@alum.mit.edu
10. Jeff Roy, SHA Exec. Dir., 222-1222, summithill@visi.com
11. Paul St. Martin, City staff, 266-6118, paul.st.martin@ci.stpaul.mn.us
12. Larry Soderholm, PED, larry.soderholm@ci.stpaul.mn.us

Concerns

1. **Delivery Trucks:** Delivery trucks on Grand impede traffic, reduce safety, and compete for parking. Business hour deliveries are particularly problematic, as are truck zone parking restrictions which compete for parking. (Truck-zone area on Avon, timing isn't conducive to Brueggers high morning traffic.)
2. **Apartments:** Lack of parking for Grand Ave apartments creates majority of parking shortfall.
3. **Employee Parking:** Employees compete for limited parking, either on Grand or adjacent streets. Employers cannot legally require employees to park at designated off-site parking areas. Safety concern for employees walking to cars late at night.
4. **Underutilized Lots:** House of Hope lot mostly empty, hard to get employees to park there. New Victoria ramp and Muska ramp often have open spaces, but patrons prefer free, on-street parking.
5. **Underutilized Streets:** One-way streets and permit parking streets reduce parking supply.
6. **Time Zones:** Too many time zones along Grand – confusing for users and hard to enforce.
7. **Parking Enforcement:** Parking enforcement is down due to budget cuts.
8. **Cost of New Parking:** The cost of providing parking in new buildings drives up lease prices, making it too expensive for many small businesses.
9. **Residential Permit Parking:** Shortage of parking for Grand Ave. residents, employees and patrons results in significant spillover parking on nearby residential streets. Some

residents respond with residential permit parking zones, which put a greater squeeze on already limited parking. There is strong business opposition to residential permit parking on Grand Ave.

10. Street Cleaning and Snow Emergency Limits: In an already tight parking situation, short-term parking restrictions for street cleaning or snow removal can cause serious temporary parking problems for Grand Ave. residents, patrons and employees.

11. Increasing Density on Grand: Every new development of businesses or housing on Grand brings more residents and users to an already congested area with tight parking. This intensification of activity puts pressure on Grand and the surrounding neighborhood, impinging on the area's manageability and liveability.

12. Low Use of Public Transit: Despite regular and frequent bus service on Grand, few Grand Ave residents, patrons and employees use the bus.

Solutions

1. Two-sided parking on Lincoln Ave. and other one-side parking streets, might require making them one-way.
2. Expand eligibility of residential permit zones to include residents on adjacent streets and employees.
3. Open residential permit zones to day parking.
4. Improve shared parking arrangement with House of Hope.
5. Reconfigure off-street lots to accommodate more spaces.
6. Increase business validation for ramp users.
7. Encourage residents to use garages.
8. Add to parking supply with new parking lots or ramps on Grand.
9. Create a "Parking Improvement District" with city subsidy, like lot east of Dunn Bros.
10. Uniform 3-hour parking on Grand from 8 a.m. to 9 p.m.
11. 15-minute zones at major hubs only.
12. Metered parking at major hubs.
13. Businesses and residents communicate and work together on managing spillover parking to residential streets and on permit parking.
14. Encourage bus use. Create \$0.25 ride zone on Grand.
15. Mark parking spots along the avenue.
16. Encourage trolley or streetcar service.
17. Taxi stands.
18. Valet parking or shuttle service to remote lots for patrons, employees or residents.
19. Recirculate some STAR \$ generated by Grand to help construct parking.
20. Encourage shared parking arrangements between businesses and adjacent apartments.
21. Add bus schedule signs to encourage ridership.
22. Promote walking, bicycling, bus use and carpooling through GABA and SHA.

Follow-up

1. How can the regulations of the House Of Hope lot be changed? (John W.)
2. Is House of Hope lot to be developed for housing and underground parking? (John W.)
3. How many people are parking in the Victoria ramp? (John W.)
4. Ask the fire marshal to attend meeting. (Nancy B.)

5. What is the exact procedure to receive permit parking? (Linda W.)
6. What is the process for a group to repeal the permit parking? (Linda W.)
7. Where are the permit parking locations? (Linda W.)
8. Where are the different time zones? (Nancy B. or Amanda)
9. Where is one-sided parking? (Jeff G.)
10. What is the curb-to-curb width of Lincoln, Goodrich and other cross streets? (Paul St. Martin)
11. How many business owners live in the area? (Amanda)
12. What is the street clean schedule and where can people not park during those times? (Chad S.)
13. How much Star Grant money comes from Grand? (Mike S.)
14. Parking ideas from other cities. (Merritt C.)
15. Consider potential locations for new parking ramps/lots. (All)

Note on Task Force Procedures: *The Task Force agreed to operate by consensus, not majority vote. At the start of each meeting the Task Force reaffirmed the following Ground Rules:*

1. *One speaker at a time, recognized by the facilitator.*
2. *Limit remarks to 2 minutes each time speaking.*
3. *Be respectful of other points of view.*
4. *No monopolizing – each person can speak on a point before someone speaks again on that same point.*
5. *Be personally responsible to the group in making a safe place.*
6. *Don't backtrack.*

March 7, 2005 Focus Group Process

- 1. Welcome and ask for one-sentence reason for being here.**
- 2. Review Purpose (what we want to accomplish once we finish tonight) and the Ground Rules.**
- 3. Describe Focus Group Process** is an attempt to come to some consensus at this point in time on the possible solutions to parking issues on or near Grand Avenues for all stakeholders homeowners, business, renters, customers, employees).
- 4. Process:**
 - Ask participants to pair up in teams at their tables for working together. (Count off 1-9 – whatever is half of participants).
 - Ask team participants to individually generate a list of 7 actions that need to be taken to solve the Grand Avenue parking issues. Any “parking concerns” not listed on the handout let the facilitator know.
 - Once done, have each team share their lists with each other and come up with their “top 3” solutions.
 - Once done, ask each team to write down their top 3 solutions on the note paper at their table. Have them read their top solution to the group and post the note up on the green display sheet.
 - Facilitator works with group to start clustering
 - Once done, ask each team to read their 2nd solution and post it on the board.
 - Finally, have each team read and post the 3rd solution.
 - Facilitator can work with the entire group to cluster the ideas in 3-7 groups.
- 5. Conclusion:** Review the 3-7 clusters with the group. Ask participants if we have consensus on the 3-7 action clusters essential to creating a parking solution for all stakeholders.

These action items will be shared with the next City Parking Group meeting next week.

Summit Hill Association Parking Committee Forum - March 7, 2005

Purpose of Meeting

This year the City of Saint Paul began meeting with local business and neighborhood representatives to discuss ideas to improve parking on and near Grand Ave. Several board members of the Summit Hill Association are participating with this group.

Over the next 6 to 12 months we, representatives from the Summit Hill Association, want to continually get input from neighbors and businesses on the parking solutions that are being developed. We plan to do this in the form of focus groups, surveys, and public meetings.

Tonight we have asked neighbors who live on and near Grand, along with businesses to come and discuss their issues and solutions to parking on and near Grand Ave. This is an informal brainstorming session.

Ground Rules for Meeting

Since this can be an emotional topic we have set some basic ground rules for our discussion tonight. We want this to be a safe environment for everyone to share their ideas.

1. Respect everyone's point of view.
2. Limit your talking to 2 minutes.
3. After you speak give everyone else time to share their ideas before you speak again.
4. Stay on the topic, no backtracking.

A Sample of Parking Concerns

- | | | |
|--|--|--|
| <input type="checkbox"/> Delivery Trucks | <input type="checkbox"/> Difficulty for | <input type="checkbox"/> Street Cleaning and |
| <input type="checkbox"/> Lack of parking for | Parking | Snow Emergency |
| apartments | Enforcement | Limits |
| <input type="checkbox"/> Employee Parking | <input type="checkbox"/> Cost of New Parking | <input type="checkbox"/> Low Use of Public |
| <input type="checkbox"/> Underutilized Lots | <input type="checkbox"/> Residential Permit | Transit |
| <input type="checkbox"/> Underutilized Streets | Parking | <input type="checkbox"/> Traffic in Alleys |
| <input type="checkbox"/> Variety of Time | | |
| Zones Causing | | |

A Sample of Parking Solutions

Short-Term	Both Long and Short-Term	Long Term
Metered parking. Use money for other projects, e.g. street car	Encourage bus use (.25 ride zone on Grand Ave.)	Add to parking supply with new lots/ramps
Reconfigure off-street lots to accommodate more spaces	Encourage residents to use off street parking	Create Parking Improvement Districts to Better Manage and Fund Existing Parking Resources
Two Sided Parking on Lincoln	Work together to manage spillover	Bring the street car to Grand Ave.
Expand eligibility of residential permit zones for residents on Grand Ave.	Recirculate some STAR \$ generated by Business to create parking	
Open Residential permit zones to day parking	Encourage shared parking arrangements between business, apartments, and residents	
Improve shared parking arrangement with House of Hope and other churches	Promote walking, biking, and bus through GABA and SHA	
Increase business validation for ramp users		
Uniform 3 hour parking with 15 minute time zones at major hubs		
Paint parking spots so they are used efficiently		
Taxi Stands		
Valet parking (patrons and employees)		
Add bus schedule to signs to encourage rider ship		

Feel free to contact Chad Skally at chad@skallys.com or call the SHA office at 651-222-1222 to provide additional input.

Summary of March 7, 2005 SHA Parking Committee Forum

ENFORCEMENT OF PARKING LIMITS NOW AND INTO THE FUTURE

LONG RANGE:

Businesses and neighbors develop a long range plan for density and parking.

TRANSIT:

Street car on Grand Ave.

\$.25 bus zone

Fewer bus stops

OFF-STREET PARKING UTILIZATION:

Maximize use of all off-street existing parking on Grand and nearby (lots and behind houses / businesses).

Small businesses pool resources for parking solutions.

Painted spots metered (cheap)

Improve alley traffic: one-way, speed-bumps, truck hours

Free parking in ramps

ON-STREET PARKING:

Parking meters on Grand

3 hour parking limit on Grand

Uniform limited time and permit with expanded enforcement

Uniform time limits on Grand

Residential permits with possible restrictions: time frames (8am-5pm), employees' limits # / renters, 3 hours

2 hour parking except by permit on Lincoln

2 sided parking

Reconfigure streets (direction and permit parking)

Cost for residential / (non)residential permit: dedicated revenue

SHA Parking Committee Forum

March 7, 2005

Meeting Minutes

Introductions: Each of the attendees introduced themselves (See sign in sheet). 11 people present.

Meeting Agenda and Process: Tonight we have asked neighbors who live on and near Grand, along with businesses to come and discuss their issues and solutions to parking on and near Grand Ave. This is an informal brainstorming session.

Parking Concerns: Everyone in the group went around and stated what their main parking concerns were. Here is a tally of responses:

Number Concern of Votes:

- 3 Variety of Time Zones Causing Difficulty for Parking Enforcement
- 3 Employees parking in front of businesses
- 2 Residential Permit Parking
- 2 Traffic in Alleys
- 2 Double parking (vehicles parking parallel to parked cars)
- 2 Lack of comprehensive planning with short and long-term solutions
- 2 Cars circling around streets
- 1 Drunk customers being a disturbance to neighbors late at night
- 1 Employees parking in front of houses
- 1 Cost of New Parking
- 1 Underutilized Lots
- 1 Parking on 2 sides of streets
- 1 Lack of on-street spots for customers
- 1 Lack of parking for apartment residents

Parking Solutions:

We broke up into groups of 2 and each group came up with their top three solutions to address parking concerns. The entire group then went through these solutions and developed five main groups that the solutions fell into. This is not meant to be a complete list of all possible solutions; neither did everyone agree with all the solutions.

- 1) Enforcement of Parking Limits Now and into the Future
- 2) Long Range: Businesses and neighbors develop a long range plan for density and parking.
- 3) Transit: Street car on Grand Ave., \$.25 bus zone, Fewer bus stops
- 4) Off-Street Parking Utilization: Maximize use of all off-street existing parking on Grand and nearby (lots and behind houses / businesses, Small businesses pool resources for parking solutions, Painted spots metered (cheap), Improve alley traffic: one-way, speed-bumps, truck hours, Free parking in ramps
- 5) On-Street Parking: Parking meters on Grand, 3 hour parking limit on Grand, Uniform limited time and permit with expanded enforcement, Uniform time limits on Grand, Residential permits with possible restrictions: time frames (8am-5pm), employees' limits # / renters, 3 hours, 2 hour parking except by permit on Lincoln, 2 sided parking, Reconfigure streets (direction and permit parking), Cost for residential / (non)residential permit: dedicated revenue,

Meeting Summary:

As stated in handout, the purpose of the meeting was "an informal brainstorming session". The ideas developed will be used in future meetings to help develop solutions to parking issues on and near Grand Ave.

Grand Ave. Neighborhood Parking Group

Minutes 3/15/05

Conclusions

Everyone is going to write their perfect solution to the parking on/near Grand Ave. They should try to include pros and cons of the ideas in their solution. Also they should try to limit their comments to one page, greater than 10pt font :) Each person will email their essay to Chad (chad@skallys.com) by 5pm March 21, 2005 (THIS WEEK!). Chad will work with Nancy and Merritt to put all the proposals into one package. This information will be emailed out by 4/4/05 5pm, to all the people who have attended these meetings, to review for our meeting at 6pm on April 11, 2005 at Dixies. At this meeting we will work on developing one draft proposal we all can accept. Once this proposal is developed we will get input from neighbors and businesses before we submit a final proposal to the city for formal review.

Meeting Started at 6:05 pm at Dixies

People Present

Amanda Schultz, Chad Skally, Craig Blakely, Jeff Roy, John Wolf, Linda Winsor, Merritt Clapp-Smith, Mike Schumann, and Paul St. Martin

Discussion

Everyone decided that Merritt and Nancy would be the co-chairs and Chad would be the secretary for this group.

Chad summarized the SHA Parking Committee meetings that took place since our last meeting. In specific the SHA Parking Committee had a meeting March 7, 2005 that 10 people attended (4 business people, and 6 neighborhood people) that provided good dialogue between businesses and neighbors. The minutes from that meeting are attached at the end of these minutes. Mike and Linda also gave their perspectives from this meeting and talked about some differences in business owners versus residents.

The group went around and discussed in some detail several solutions and the pros and cons of those solutions including:

- Permit Parking setting up streets with ½ permit parking, ½ open parking;
- Changing permit parking rules either to allow for customers to park or for employees; permit parking is also difficult when residents have guest visit; increase parking spaces to two sides of streets
- Transit having a .25 bus fare; supporting the creation of a street car
- Off-Street Parking find ways to maximize parking spots behind businesses; work with owners of ramps to provide incentives for businesses to validate their ramp; have businesses better coordinate the use of their parking areas with each other; develop a street assessment area that can be used to fund a parking structure/lot for customers and employees; may be more pay ramps in Victoria crossing soon Meters city will install for free?; may provide revenue for a neighborhood parking improvement district; will remove employees from parking on Grand but also displaces the residents who live on Grand
- Funding. Several different ideas were mentioned to get funding for parking structures or planning assistance including Star, CIB, and Met Council
- Long-Term we need to recognize long-term goals and objectives; SHA's District Plan provides a lot of this information; look into what other groups have done (Lake/Lyndale, Tim Griffith); need to show the who is paying for parking right now

Conclusions

Everyone is going to write their perfect solution to the parking on/near Grand Ave. They should try to include pros and cons of the ideas in their solution. Also they should try to limit their comments to one page, greater than 10pt font :) Each person will email their essay to Chad (chad@skallys.com) by 5pm March 21, 2005 (THIS WEEK!). Chad will work with Nancy and Merritt to put all the proposals into one package. This information will be emailed out by 4/4/05 5pm, to all the people who have attended these meetings, to review for our meeting at 6pm on April 11, 2005 at Dixies. At this meeting we will work on developing one draft proposal we all can accept. Once this proposal is developed we will get input from neighbors and businesses before we submit a final proposal to the city for formal review.

Meeting ended around 7:45 pm

Grand Ave. Neighborhood Parking Group Minutes 4/11/05

Conclusion

The group was happy with the ranking process of the solutions. The next meeting will be May 11, 6p.m. at Dixies. It was never specifically decided what would be discussed at the next meeting. There are four things that seem to be on the table:

- Continue discussing the solutions, especially those with some priority and unacceptability. Develop a measure of consensus to move solutions forward for public review.
- Put together all the information on this process into one package to be used when getting public input.
- Develop a time line for this process.
- Bring in people to speak about parking improvement districts.

Meeting Started at 6:10 pm at Dixies

People Present: Chad Skally, Craig Blakely, Jeff Grady, Jeff Roy, John Wolf, Linda Winsor, Merritt Clapp-Smith, Mike Schumann, and Trevor Sannes.

Discussion

Merritt started the meeting and briefly went through the agenda.

Chad summarized the information that was sent out prior to the meeting.

Merritt, Jeff, and Chad explained the process that was set up for this meeting: to prioritize the 18 solutions and see how much acceptability each solution has. Jeff mentioned that at some future time we will need to define consensus so this group can move ideas forward for public review. The group seemed to agree that a package/plan should be generated from us. This package needs to be presented in an open way to allow for changes given information collected from public reviews.

There were some other follow-up items from the previous meeting.

- Nancy attempted to get a hold of the Lyndale parking group but had little success.
- Merritt attempted to contact Tim Griffith but was unable to get a hold of him.
- Linda talked with David Lanegran from Macalaster who said he could provide free student research on parking during the fall semester of 2005.

The group then ranked each of the solutions based on priority (each person could choose only 5 solutions they thought were the most important) and acceptability (each person selected solutions they could not accept). The group added a general solution “permit parking” to the list. The results are on the next page.

Table of Priority and Acceptability, Sorted by High Priority, Low Priority, Priority and Some Unacceptable, Unacceptable

Idea	Priority (Businesses / Residents)	Unacceptable (Business / Residents)
Create Parking Improvement District along Grand	6 (2/4)	
Increase use of off-street parking	4 (2/2)	
Promote development of Grand Ave. Street Car line	4 (1/3)	
Uniform 3-hour parking limit on Grand	7 (4/3)	
Support and privately fund \$.25 bus zone on Grand	1 (1/0)	
Increase ramp utilization	1 (0/1)	
Promote alternative transport and walking	1 (0/1)	
Support and privately fund enforcement		
Install parking meters on Grand	3 (0/3)	3 (3/0)
Two-sided parking on Lincoln and all cross streets	3 (3/0)	3 (0/3)
Create one-way streets for parking and safety	3 (1/0)	3 (0/3)
Zone 9 Permit Parking open to employees	2 (2/0)	2 (0/2)
Permit Parking on Grand for Grand residents	2 (0/2)	2 (1/1)
Zone 9 Permit Parking open to residents on Grand	4 (3/1)	1 (0/1)
Bus stops every other block		2 (0/2)
Establish loading/unloading LOCATIONS		1 (1/0)
Permit Parking		3 (3/0)
Zone 9 Permit Parking open to customers with time limit		4 (1/3)
Establish loading/unloading TIMES		1 (1/0)

The last part of the meeting people went around and discussed various ideas. Here is a mini-recap:

- John – Street Car is important
- Chad – We need to work on fine tuning the solutions that are priorities but have some levels on unacceptability

- Jeff G – It is important to look at both long term and short term.
- Linda – We need to do more research/studies.
- Mike – Parking meters could cause more ramps and parking lots to be created. 2-sided parking with intentional spaces (holes) on Lincoln is a way to actually increase the number of parking spots along all of Grand.
- Trevor – Will need to see more details for the solutions which could help change people's opinions. Research and studies would be useful.
- Craig – How do we implement? Who pays for parking? Look at David Lanigran's 1984-7 Avenue report.

Some other general things that were discussed included: timelines, fire code, getting more information from parking districts, one-way streets, parking meters, and 2 sided parking.

Conclusion

The group was happy with the ranking process of the solutions. The next meeting will be May 11, 6 p.m. at Dixies. It was never specifically decided what would be discussed at the next meeting. There are four things that seem to be on the table:

- Continue discussing the solutions, especially those with some priority and unacceptability. Develop a measure of consensus to move solutions forward for public review.
- Put together all the information on this process into one package to be used when getting public input.
- Develop a time line for this process.
- Bring in people to speak about parking improvement districts.

Grand Ave. Neighborhood Parking Group

Minutes 5/9/05

Conclusion

The group received additional information related to off-street parking and what it might take to do this. The group set a rough timeline:

- | | |
|---|---------------------------|
| 1. Come up with a draft set of parking strategies | Summer 2005 |
| 2. Get additional Information (Macalester research) | Fall 2005 |
| 3. Get public input on strategies | Fall / Winter 2005 |
| 4. Revise Strategies based on Public Input | Winter 2005 / Spring 2006 |
| 5. Bring Strategies to City Council | Spring 2006 |

The next meeting will be Tuesday June 7, 6-8p.m. at Dixies. Each person should come to the meeting with a range of ideas that they can live with (not just one ideal situation) considering:

- 1) Permit Parking
- 2) On Street Parking (meters, one-way, two sided parking)

Meeting Started at 6:10 pm at Dixies

People Present

Chad Skally, Craig Blakely, Jeff Grady, Jeff Roy, John Wolf, Linda Winsor, Merritt Clapp-Smith, Mike Schumann, Nancy Breymeir, Tim Griffin, Jody Stanley, Amanda Schultz, and Paul St.Martin.

Discussion

Tim Griffin and Craig Blakely presented information on improving parking in the alleys and what this might entail to complete. Tim thought you could get an additional 20% in parking spaces with better lot sharing and dumpster sharing in alleys. He also thought, as did many other people, a lot of things could be done to improve the appearance of the alleys. He mentioned example areas including: 50th and France MN, Highland Park IL, and Birmingham MI. He thought the process would involve having a formal steering committee established, defining scope of improvements, look at examples, develop design, find funding, phase improvements.

There was a mix of reactions to Tim and Craig's presentation. Everyone thought it was a good to have this sort of thing happen. However there was uncertainty about the time and money that would be required to complete this task.

Nancy and Linda discussed the questions they developed to get information on what other neighborhoods are doing relating to parking. Nancy talked to some businesses that said they were further back in the process than we are. Linda and Trevor are still collecting information. The group briefly went over the timeline that the SHA Parking Committee had come up with.

Everyone thought the timeline was good. The group asked the SHA Parking Committee members to bring a letter to the city council and city staff from the SHA Board requesting that permit parking applications for Zone 9 be put on hold until Spring 2006 when a comprehensive plan will hopefully be done. Chad said he would do that and the SHA Board would get something to vote on at their June 9th meeting.

The meeting ended with the group trying to decide what to do next. It was decided that everyone should take a look at the two main issues:

- 1) Permit Parking
- 2) On Street Parking (meters, one-way, two sided parking) Everyone should come up with ideas they could live with for both of these.

Conclusion

The group received additional information related to off-street parking and what it might take to do this. The group set a rough timeline:

- | | |
|---|---------------------------|
| 1. Come up with a draft set of parking strategies | Summer 2005 |
| 2. Get additional Information (Macalester research) | Fall 2005 |
| 3. Get public input on strategies | Fall / Winter 2005 |
| 4. Revise Strategies based on Public Input | Winter 2005 / Spring 2006 |
| 5. Bring Strategies to City Council | Spring 2006 |

The next meeting will be Tuesday June 7, 6-8p.m. at Dixies. Each person should come to the meeting with a range of ideas that they can live with (not just one ideal situation) considering:

- 1) Permit Parking
- 2) On Street Parking (meters, one-way, two sided parking)

Grand Ave. Neighborhood Parking Group
Minutes 6/06/05

Meeting Started at 6:05 pm at Dixies

People Present

Amanda Schultz, Chad Skally, Jeff Grady, Jeff Roy, Jody Stanley, John Wolf, Linda Winsor, Mike Schumann, Monica (in for Paul St.Martin), and Trevor Sannes.

Discussion

Jeff Roy facilitated the meeting because both Nancy and Merritt will not be attending meetings anymore. Everyone was comfortable with Jeff facilitating. Chad took minutes.

Jeff handed out a packet he had prepared for the meeting. The group went over the agenda, ground rules, and the purpose of the meeting.

The group then discussed the areas of substantial agreement between the business and resident members. After that the group discussed areas of potential agreement. Below is the final list of areas of agreement for strategies to improve parking on/near Grand Ave:

1. Implement 3-hour parking along Grand Avenue.
2. Increase resident access to garages and driveways by coordinating truck delivery times and places.
3. Increase paid parking validation for customers by businesses.
4. Increase use of ramps and lots by employees and customers.
5. Increase off-street parking behind Grand Avenue businesses and houses.
6. Promote development of Grand Avenue street car.
7. Have businesses work together to increase use of their surface lots that may be available for another business when they are closed.
8. Consider removing some bus stops that are not considered critical.
9. Find areas for residents who live on Grand Avenue to park.

The group then talked about some technical things and decided:

- Jeff R. and Amanda should be the contact people to answer any questions and collect any input people have about what we are working on.
- all future activities (surveys, public meetings, outreach, etc) that SHA and GABA do will be run by this group first to see where things can be done collaboratively.
- two people should be added to the group, one resident from Zone 9 parking area, and one business person.
- for now the group will operate on 100% consensus for the decisions it makes. In the future this may need to be changed.

Next Steps

Between now and the next meeting:

- Jeff and Amanda are going to work together to write a statement on what our group is doing.
- Chad is going to take the agreed upon strategies and incorporate them into a draft framework document for the group to review.
- Every member of the group will review (prior to the meeting) the draft document Chad creates. If possible they will send Chad their comments before the next meeting to help expedite the revision of the document.
- Jeff R. and Linda will try to find a Zone 9 resident to participate.
- Amanda will try to find another business to participate.
- Linda will compile the results from her phone survey to other neighborhoods.
- Jeff R. will contact someone who has been involved with past parking issues in the neighborhood (Brian, Mike Mischke, etc.) to come speak at our next meeting.

The next meeting will be Monday July 11, 6-8p.m. at Dixies.

The meeting ended at 8:15 pm.

Actions with Substantial Agreement

June 27, 2005

1. Implement uniform 3-hour parking on Grand.

- **Res:** Create Uniform 3 hour parking along Grand Ave that contains Permit Parking for residents of Grand Ave from 6pm to 6am.
- **Bus:** All of Grand from Ayd Mill Road to Dale is 3 hour parking. *(Note: I would make an exception and have unrestricted non-permit parking on Grand from Oxford to Chatsworth, since this one block is primarily residential.)*

2. Increase resident access to garages and drives by regulating truck delivery times and places.

- **Res:** Increase residents' ability to utilize their off-street parking (e.g. garages and driveways) by improving when and where delivery trucks are in the neighborhood.
- **Bus:** Limit truck traffic in alleys. Here are a couple of alternatives:
 - i. No trucks in alleys. Loading on Grand, either in center lane, or double parked, or if no other way limited duration loading zones in the AM.
 - ii. Limited delivery times in alleys, so that residents can get to/from work without hassles.

3. Increase paid parking validation for customers by businesses

- **Res:** Increase utilization of paid parking areas (e.g. ramps) by providing some sort of parking validation for customers.
- **Bus:** The zoning code is amended, so that any future commercial construction on Grand would require that all parking provided would need to be free for a minimum of 2 hours with validation from a merchant in the building.
- **GABA Survey:** Develop mechanisms to have feasible validation in nearby ramps

Actions with Some Agreement

4. Increase use of ramps and lots by employees and customers.

- **Res:** Provide parking for employees and customers: Utilize parking ramp spaces and church lots for employee parking. This may involve setting up a Parking Improvement District.
- **Bus:** Restrictions on employee & customer parking on residential side streets between 9PM and 8AM. (forcing bar employees and customers to parking in lots on Grand, and the House of Hope lot.)

5. Increase off-street parking behind Grand Ave. businesses and houses.

- **Res:** Provide parking for employees and customers: Work with other businesses and residents to increase capacity of off-street parking around buildings.
- **GABA Survey:** Study and implement ways to increase off-street parking spots behind houses and businesses.

6. Promote development of Grand Ave. street car.

- **Res:** Promote the use alternate transportation for employees and customers: Promote development of Grand Ave Street Car.

- **GABA Survey:** Promote the development of a streetcar program along Grand.

Actions Looking for a Match

7. **Res:** Eliminate “Rule of 5” in future development
8. **Res:** Work with other businesses to increase use of surface lots that may be available after one business is closed and another is still open.
9. **Bus:** Allow Grand Ave. residents permit parking on Grand
10. **Bus:** All residents can get permits for Zone 9, including residents that are not in the permit district.
11. **Bus:** Either employees can buy permits, there is 3hr unrestricted parking, or one side of the street is unrestricted parking.
12. **GABA Survey:** Open south side of Lincoln to parking

Grand Avenue Informal Parking Task Force Minutes 7/11/05

Meeting Started at 6:05 pm at Dixies

People Present

Chad Skally, Craig Blakely, Frank Zink, Jeff Roy, Jody Stanley, Linda Winsor, Nance Marsden, Merritt Clapp-Smith, Mike Schumann, Paul St.Martin, and Trevor Sannes.

Guests

Brian Wenger, Margaret Gadiant

Discussion

Everyone introduced themselves. Jeff handed out a packet he had prepared for the meeting and went over the agenda and ground rules. Brian gave a good history on three topics relating to parking along and around Grand Avenue 1) permit parking, 2) why the House of Hope lot did not work, 3) Grand Avenue residents being able to park in adjacent permit zones.

1) There have been numerous parking studies and task forces including ones in 1990, 1991, 1992, 1994, and 1996. Permit parking was developed for the area in 1992 along with the House of Hope Lot and another lot. Even though permit parking reduced the number of business parking spots, the 2 lots significantly increased the number of spots so overall there was a gain in business parking spots.

2) The House of Hope lot did not work for many reasons including: 1) location – employees would try to park closer if they could 2) because of liability concerns business did not require employees to use the lot 3) employees did not always feel safe when going to their car at night. Craig and like also thought the lot was not used because 4) there was no formal assessment for the maintenance and upkeep 5) restrictions were put into place that did not allow valet parking to be used there.

3) The original permit parking recommendation allowed residents on Grand that were adjacent to permit zones to also get permits. It was recommended that they be limited to 1 regular permit and 1 guest permit. The current code does not allow for this. However half of one block on Grand has these special restrictions and also allows residents to park on Grand during the day. Nance commented that with the expansion of the permit zone on Milton where there is an apartment building the limited number of permits should apply. Currently those apartment residents are allowed 4 regular permits. Paul wanted to know how the permit zone boundaries were established. Originally the zone was mostly southeast of Grand and Victoria on the side streets because that is where traffic seemed to flow.

If people have question for Brian they can reach him at: 612-977-8573 (w), bwenger@briggs.com Linda went over her phone survey (pages 3-5 below). There were a variety of comments, however it seems one key part is to have a good balance of businesses and residents within an area. There as also some discussion on educating people on the income Grand Avenue businesses bring to the City through sales taxes. Could some of this go to the neighborhood? The group decided more information should be gathered on this idea.

Chad went through the Framework document (separate attachment) and statement (pages 6-7 below) from the group. There were many minor changes made to these documents. Everyone agreed to the statement, vision,

goals, and strategies. One person did not agree with the timeline. The new versions of these are attached to these minutes.

Chad asked the group if they wanted to put in the proposal for research (pages 8-10 below). The group decided it would be worthwhile. Jody and the GABA office will be the main contact. Linda and Frank will work with Jody on selecting and supervising a student if our proposal is accepted.

Mike and Merritt talked about a neighborhood meeting that the Mayor put on. At this meeting the issue of parking along and around Grand Avenue came up. The Mayor mentioned he may get some people together to talk about this issue. We decided to send him our statement and framework document so he knew what we are working on and that we are available to help in any way.

Next Steps

Between now and the next meeting:

- Chad is going to send in the NPRC proposal, type the minutes, and update the framework and statement documents.
- Jeff is going to set up a time and location for a public meeting on the framework document.
- Mike is going to put together a few paragraphs for The Summit newsletter about the public meeting.
- Jody, Frank, and Linda are going to work on getting specific research questions and methods for the NPRC student and/or Macalester students.
- Every member of the group will write a list of information they think will be useful in refining and selecting final strategies to implement and get input on this winter. Each person should have a list of 1) the information they think is important (as detailed as possible) and 2) who can get the information (this may vary for each piece of information).
- Every member will think about what type of outreach, education and input is important to help refine and move forward this framework.
- Jeff and Amanda will work on notifying the City and other interested parties of the progress we have made (using out statement and framework documents). They will also try to get Commander Pie to present at our next meeting.
- The agenda for our next meeting will hopefully include a presentation from
 - 1) Commander Pie about parking enforcement
 - 2) Discussion on information needed to help move this framework forward
 - 3) Developing a more detailed to-do list and timeline for public education, outreach and getting input from stakeholders.

The next meeting will be either Monday August 8 or Monday August 15, 6-8p.m. hopefully at Dixies. The meeting ended at 8:20 pm.

Linda's Survey Questions and Summary of Responses

Introduction: My name is _____ and I live/work in the Summit Hill neighborhood of St. Paul which includes Grand Ave. The Summit Hill Assoc. District Council in St. Paul is working on parking and traffic issues on and around Grand Ave. We are seeking to improve parking and traffic congestion in our neighborhood and we have decided to seek input from other urban neighborhoods that share some of the same parking and traffic issues. We have a brief telephone survey to help us gather important info. Would you like to help us by answering our telephone survey questions?

Survey Questions for: _____ from _____

1. Are you a business owner, property owner, developer, and / or resident?
2. Did you help to develop the parking solutions for your area?
3. If yes, did your group identify and address the following parking issues: residents, employees, and customers?
4. What changes/solutions were implemented in your area?
5. What solutions are working and why?
6. What solutions are not working and why?
7. Is there anything you would like to change and why?
8. Do you have contact information for other people who might like to participate in our survey?

Parking Survey Compilation July 2005

Uptown Residents' Responses:

Summary of #2: The neighborhood groups haven't done anything about parking in the area. They will be formally addressing it soon. The business community, the neighborhood groups, and the city council are now doing a study of traffic/parking lead by Council member Niziolek.

Summary of #3: Just beginning to study.

Summary of #4: There is a transit station in the area, but service is lagging for public transit. Permit parking on 2 streets. Homeowners like it, but street is vacant during day and night. Parking on both sides of street slows traffic-they speed more now that street is empty.

Summary of #6: Permit parking may be extended further into area. People don't want to pay for parking. Permit parking has created faster moving traffic on those streets.

Summary of #7: The city is increasing density with condos and more businesses to increase the tax base. Expansion and growth bring more traffic. Residents want to stop the density expansion.

Uptown Business Responses:

Summary of #2: The business owners haven't done anything about parking solutions. The city has caused the problems by fostering expansion of residents and businesses.

Summary of #4: People park in the YWCA parking lot (was 50 cents since 1989, now raised to \$1). With all of the eve classes, there isn't enough parking available in the lot.

We cleared parking lot of stripes and restriped more narrowly and gained about 15 more parking spots behind our building (went from 80 to 95 spots).

Summary of #5: The restriping added more parking. We made customer parking more obvious, so employees don't take up those spaces.

Summary or #7: Look at the tax base. Perhaps a ¼% sales tax in area to fund solutions to parking density problem.

Lowry Hill East Neighborhood Group Coordinator Responses

#2: We are partnering with 3 Uptown neighborhoods, the Uptown Business Assoc. and the City to do a parking study for the area.

#3: Residents do not have permit parking zones at this time, but some want to institute them. Employee parking survey done by Uptown Business Assoc. showed that many employees take transit to work and others park where they can, mostly in residential areas. Customers fill paid parking options and park in residential areas.

#4 & #5: Paid parking (meters and pay lots) were added a few years ago. Customers fill these pay parking spots during busy times. City also partnered with Uptown Business Assoc. to install a new lot that businesses can buy into to fulfill their zoning required parking spaces and customers pay to use. This solution seems to be well received.

#6: Paid parking –some neighbors think more customers are parking in residential areas now. No permit parking-A push to add permit parking for residential areas is staring, due to increasing customer parking on residential streets. Neighbors particularly dislike parking by late night customers who create some noise and sometimes disturbances when returning to cars.

#7: Parking shortage-Maybe add permit parking for residents.

Lyn-Lake Business Assoc. Coordinator's general comments:

Our neighborhood voted to have our parking meters enforced on Mondays through Saturdays from 8am until 6pm. Meters cost 75 cents an hour.

Lyn-Lake Home-Based business owner/resident's responses:

#2 City Council member got it going.

#4 We developed 2 different surface area parking lots: 1 was purchased and an apartment building with a ramp was built. We have metered parking at 50 cents/hour.

#5 We are capping chain stores. We want to be an interesting combination of retail, restaurant, arts, and theater with residents nearby.

Linden Hills Business Owner responses

#2 Off and on a group gets going, burns out, and a new group gets going.

#3 It's very frustrating that employees park close to businesses-refusing to walk 1.5 blocks to a shared parking lot.

#4 We have seasonal parking issues. Summer is peak.

#5 Neighbors prefer not to have time limits on parking. They'd rather be parked up. They feel that discourages more traffic from coming into the area.

#7 There is a need to get organized and work together. We are basically at a stand still. St. Anthony Park residents' Responses

#2 Residents have attended some meetings about parking issues.

#3 We have addressed parking issues for residents, students at U of M, and customers of businesses.

#4 Short term parking (1 hour) near businesses. Permit parking on most residential streets close to campus from 8am-8pm, Monday through Friday.

#5 It all works pretty well, but I would prefer to have 1-2 hour parking during the day on all streets. Having cars parked along the road calms traffic. It helps shops, which keeps neighborhoods vital, and in our case would send a friendly signal to students and visitors from other neighborhoods.

#6 The permit parking is a hassle for visitors to residents.

#7 Instead of saying "NO Parking without a permit" during restricted hours, make an allowance for ½ or ¾ hour. This would allow for brief stops without handling portable permits. Provide an easy way—perhaps the internet- for residents to get more permits for parties and gatherings.

Statement on the Informal Grand Avenue Parking Task Force
7/12/2005

Residents and businesses along and around Grand Avenue have been trying to improve parking along the Avenue since the 1960s. The major stakeholder groups concerned about parking issues are residents who own, residents who rent, businesses who rent, employees, customers, and commercial property owners. Problems with parking for these stakeholders significantly increased during the 1990's and a Grand Avenue Task Force was developed, made recommendations and implemented portions of a comprehensive parking plan during that decade with assistance from the City of St. Paul. That plan created significant off-street parking for employees and customers. Unfortunately, for several reasons, follow-through with getting employees and customers to these new resources was limited and eventually abandoned.

The current informal Grand Avenue Parking Task Force has been meeting since January of 2005 on the initiative of the Grand Avenue Business Association (GABA) following the fall 2004 Summit Hill Association public meeting to discuss a proposed Grand Avenue Uniform Parking Resolution. The Task Force is a small, unofficial body created by participants associated with the Summit Hill Association/District 16 Council (SHA), GABA and the City of St. Paul – Public Works.

The Task Force's purpose is to learn from past efforts and move the public process forward on developing a comprehensive plan addressing long-standing issues of deficit parking on Grand Avenue and its surrounding streets. The Task Force has been crafting a "framework" of potential actions that would form the basis for future public discussions by both residents and commercial interests in September of this year. Based on those public discussions, this framework will be revised into a comprehensive parking plan that would be sent to the city.

Recently, at their July 11th meeting, the Task Force came to an agreement on a tentative framework for future public discussion that includes elements such as; uniform parking hours, increasing utilization of off-street parking, customer parking validation, employee parking, improved coordination of truck deliveries, and residential parking at night. The Task Force will be meeting during the summer in preparation for the Fall public discussions. Below is a general timeline that has been established to keep this process moving forward.

Task	Who is Responsible	Time Frame	Status
Form a group to develop a framework on improving parking along and around Grand Ave for all stakeholders to review and modify.	Informal Parking Task Force	02/01/2005	Completed
Develop a framework on improving parking along and around Grand Ave for all stakeholders to review and modify.	Informal Parking Task Force	7/11/2005	Completed
Research the parking situation along and around Grand Avenue.	SHA and GABA	7/12/2005 to 12/31/2005	In Progress
Get input from all stakeholder groups on framework.	SHA and GABA	7/12/2005 to 1/31/2006	In Progress
Revise the framework based on the information gathered and input from stakeholder groups.	Informal Parking Task Force	1/31/2006 to 3/31/2006	
Move final framework forward through political processes.	SHA, GABA, City Planning Commission, City Council, Mayor	3/1/2006 to 5/31/2006	
One year after strategies have been implemented review their effectiveness.	SHA and GABA	7/1/2007	

Grand Avenue Informal Parking Task Force Minutes 8/1505

Meeting Started at 6:05 pm at Dixies

People Present

Chad Skally, Frank Zink, Jeff Grady, Jeff Roy, Jody Stanley, John Wolf, Monica, Nance Marsden, Merritt Clapp-Smith, Mike Schumann, and Trevor Sannes.

Guests

Greg Pye

Discussion

Everyone introduced themselves. Jeff handed out a packet he had prepared for the meeting and went over the agenda and ground rules. Frank added one item to the agenda to discuss his ideas for changes to the draft framework document.

Commander Gregory Pye discussed how parking enforcement works in the City. There are 14 PEO (parking enforcement officers), half have been on staff for less than 2 years. There are usually 1 late night officer, 2 afternoon, and 10 daytime officers. He also noted that any police officer can distribute parking tickets. They do about 150,000 tickets per year. They do both proactive (checking meters, no parking areas, permit areas, and time limit areas) and reactive (complaints called in) patrols. They focus on enforcement not trying to get more money through more tickets.

The group had several questions; here are Commander Pye's answers:

1. The average salary, with fringes, for a PEO is approximately \$40,000.00.
2. The historical number of PEOs is rather hard to determine. We checked with staff that have worked with the PEOs for several years and they can not remember a time when it was over 14, which we have now. At times it was as low as 10. Several factors make this a difficult question to answer. The PEOs used to be part of the Fleet Unit. Therefore some of them moved police vehicles back and forth while others issued citations. The ones that moved cars were assigned to Fleet and therefore part of the Fleet budget, yet they issued parking citations as their time allowed. The PEOs were also dovetailed to the Park Ranger program. The Park Rangers issued parking citations in the parks but later issued citations outside of, but near, the parks. The Park Ranger program was cut for lack of funding several years ago. Extensive research might, or might not, be able to provide a better answer but I can't justify the time needed. This is probably not the answer Frank sought but reflects what I've learned.
3. The statutory authority for Officers to issue citations is found in section 626.862. That is a very short section but describes who can issue citations. This section would preclude private citizens from issuing citations.
4. Now we'll talk about private citizens issuing citations during snow emergencies. The St. Paul city code, section 161.07, gives the Public Works department the authority to have its employees issue citations during snow emergencies. Public Works contracts with American Security to issue citations during snow emergencies and the contract stipulates those people are temporary city employees.
5. I'm still thinking about the blitz concept for Grand Ave. and will let you know.

Next the group talked about the format for the September 15th public meeting.

Jeff Roy can you email me (and the group) the notes you took on this and I'll insert it into the minutes.

Lastly the group talked about Frank's suggested changes for the draft framework document. There was no consensus on making changes or not making changes. Frank is going to take the ideas talked about and consider if there are any ways to reword his ideas.

Next Steps

Between now and the next meeting:

- Jeff and Amanda will work on notifying people about the Public meeting on the 15th.
- Frank will work on his suggested changes for the framework document.
- The agenda for our next meeting will hopefully include:
 - 1) Finalizing the preparation for the Public meeting.
 - 2) Discussion on Frank's changes for the framework document.
 - 3) Discuss the research that is going to be completed this fall.
 - 4) Come up with a more detailed time-line and to-do list for public outreach, education, and getting input from stakeholders.

The next meeting will be Monday September 12 at Dixies.

The meeting ended at 8:20 pm.

Grand Avenue Informal Parking Task Force
Minutes 9/12/05

Meeting Started at 6:05 pm at Dixies

People Present

Amanda Schultz, Chad Skally, Frank Zink, Jeff Grady, Jeff Roy, Jody Stanley, John Wolf, Linda Winsor, Nance Marsden, Merritt Clapp-Smith, Mike Schumann, and Paul St.Martin.

Discussion

The group went over the format for the public meeting. It was decided to:

- 1) Stick with the agenda we developed.
- 2) Limit each of the 12 strategies to about 4 minutes
- 3) If the was time go back to strategies for more discussion
- 4) Take a vote after each strategy on who liked it and who did not
- 5) Have the task force members sit up front and one or two people in the back to answer questions and sign people in
- 6) Chad would take notes, Jody be in charge of the Microphone (1 minute per speaker), Nance bring time limit cards to show each speaker
- 7) Have comments sheets for people to fill out.

Next the group talked about the research. It will involve video taping parked cars at 4 hour intervals on the streets for 2 days. Resident cars are there more than 12 hours, employees more than 4 hours and less than 12, and customers less than 4. We may also do a walking survey. Also try to get census data. At our next meeting there will be more discussion on research.

Lastly we went over Frank's recommended word changes for the framework document. Several changes were made and are in the revised document dated 9/13/05.

Next Steps

Between now and the next meeting:

- We will on work on having a good public meeting
- Amanda, Jody and Chad will summarize the information gathered at the public meeting.
- Frank, Linda, Jody and Jeff G will continue work on the research.
- The agenda for our next meeting will hopefully include:
 - 1) Go over the public meeting results.
 - 2) Discuss in more detail the research that is going to be completed this fall.

The next meeting will be 6pm Monday October 3 at Dixies.

The meeting ended at 8:00 pm.

Written and Oral Comments
Received at the
September 15, 2005 Parking Public Meeting
Hosted by the Grand Avenue Business Association
and the Summit Hill Association

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General Comments

Strategies with Agreement: The Parking Task Force has come up with 12 strategies to move toward the three main goals.

- Parking at Mount Zion Temple
- Don't grant variances, don't allow businesses that are too big to continue to develop on Grand Ave., enforce the rules we already have
- Have merchants pay the owners of the ramp for use of the ramps by patrons

Goal 1: Increase the Use and Availability of On-Street Parking While Minimizing Adverse Effects Related to Traffic, Noise and Safety

1. Implementing three-hour parking along Grand Avenue (work with Saint Paul Police to ensure enforcement). [votes: 10 in favor, 4 oppose]

- Too Long. Maximum of one hour to increase space turnover.
 - Exclude residents or permit residents on Grand.
 - Parking meters and 15 mins.
 - This would force employees and customers into the neighborhood.
 - That would be unfair to grand residents, since that is their only option to park, perhaps limit 3 hour from 8-5pm
-
- We need more safety at corners. Better enforcement of no parking 30 feet from corners.

2. Maximize customer-parking availability on Grand Avenue. [votes: 10 in favor, 6 oppose]

- Sounds good, but aren't we already 97% there?
- Have employee parking off Grand so there's more room – for example in ramps.
- Parking on both sides of Lincoln.

3. Find areas for residents who live on Grand Avenue to park.

- Allow residents on Grand to have access to the zone 9 permits.
- Subsidize parking in ramps, make it available for resident overnight.
- Build more ramps.

4. Research bus stop usage and if any non-critical bus stops are identified remove them. [votes: 2 in favor, 30 oppose]

- Need more bus stops, not fewer if we are to reduce automobile use.
- Only people who don't ride the bus think bus stops can be "non-critical".
- Bus stops act as a right turn lane, which makes the street traffic safer.

Other strategies you think should be considered under this Goal.

- Expand zone 9 Lincoln – 30 min limit, Goodrich 1 hour limit, Fairmount 2 hour limit, Osceola 3 hour limit.
- Emphasize businesses which attract local businesses especially ones which are pedestrian oriented.
- Mark zone 9 parking with orange buckers, so people clearly see them.
- Allow resident on Grand to permits in zone 9 or access the parking lots on the avenue after hours. It's a waste of space.
- Use House of Hope lot.
- Diagonal parking on Grand Ave (remove a lane to make this possible).

Goal 2: Increase the Use and Availability of Off-Street Parking

5. Increase resident access to garages and driveways by coordinating truck delivery times and places. [votes: 16 in favor, 6 oppose]

- Have a consistent time between 8am –9pm.
- Have trucks post their cell phone # if they can't coordinate their time so they can be called is hard and time consuming to find them.
- Consolidate trash pick ups.
- Have no deliveries from 6am-9am and 4pm to 7pm.
- Coordinate delivery times.

6. Increase paid parking validation for customers by businesses. [votes: 30 in favor, 0 oppose]

7. Increase use of ramps and parking lots (i.e. church lots) by employees and customers. [votes: 40 in favor, 0 oppose]

- Shuttle employed to the lots outside of neighborhood.
- Employees should use Summit and House of Hope

8. Increase off-street parking behind Grand Avenue businesses and houses. [votes: 20 in favor, 1 oppose]

- Putting lots behind Summit houses could negatively affect historic district.

9. Have businesses work together to increase use of their surface lots when not being used during normal hours that may be available for a business that is still open when they are closed.

- Use “incentives” within zoning codes.

- All businesses should have a written plan for employee parking arrangements and each employed should receive a copy and sign it.
- Give businesses tax breaks if they share parking.

Other strategies you think should be considered under this Goal.

- Special assessments of grand properties, money to go to providing fee ramp parking.
- Put up parking meters on Grand.
- Business subsidies for employee parking.
- Add parking behind house on Summit.
- Do not invite large businesses to Grand Ave.
- Make a parking benefit district to gather revenue from meters and spend in the neighborhood to improve parking.
- Eliminate rule of 5.

Goal 3: Reduce the Use of Cars along and around Grand Ave

10. Promote development of Grand Avenue streetcar. [votes: 8 in favor, 3 oppose]

- Could cover about 15-25% of problem.
- Future good – who will pay for it?
- Where would the cars park to take the car?
- We would still need an area for parking. Too expensive.

11. \$.25 bus zones along Grand Avenue. [votes: 20 in favor, 0 oppose]

- Probably not helpful as a lot of people lived outside Grand.

12. Promote alternative transportation and walking.

- Develop off-site parking lots with a shuttle bus for employees and shopper.
- Cross walks need to be enforced.
- More bike racks.

Other strategies you think should be considered under this Goal.

- Employ financial advisers to get funding for building more garages.
- Buy buildings to create open areas and build roomy ramps.
- More bike racks

Grand Avenue Informal Parking Task Force
Minutes 10/03/05

Meeting Started at 6:05 pm at Dixies

People Present

Brian Wegner, Chad Skally, Frank Zink, Georgia Amdahl, Jeff Grady, Jeff Roy, John Wolf, Linda Winsor, Merritt Clapp-Smith, Mike Schumann, and Paul St.Martin.

Guests

Sophia and Tim (Mac Interns)

Discussion

The group went over the outcomes from the public meeting. Some of things we thought we could improve for another public meeting would be:

- 1) Let people know that we are still collecting information, we did not have all the hard data.
- 2) Discuss both consensus and non-consensus items.
- 3) Give time to elected officials to talk.

Things that went well:

- 1) We got a lot of good information from participants.
- 2) The hand vote helped find strategies that had agreement and those that did not.
- 3) People got to hear a variety of view points.

Chad and Amanda summarized the written and oral comments from the meeting, Brian is going to add in the email comments and clean up the public meeting summary. Mike and John are going to look into the details of implementing the use of the House of Hope lot.

Next the group talked about the District 16 plan related to the parking strategies. The strategies in the D16 plan seem to make sense, however there were some exceptions that may have to be considered (e.g. alley to alley may also mean things adjacent to the alleys). Some additional ideas were discussed including the use of left turn arrows at certain intersections, more options for permit parking, and can we put a moratorium on new permit zones.

Next we discussed research. The two interns have a total of 150-180 hours. Tim will be working on the video survey (60-70 hours). Sophia will be working with public works on collecting info, and doing a survey for people. Paul is collecting info on the use of permit zones. Jody is sending a survey to businesses on who pays for parking.

Next Steps

Between now and the next meeting:

- Chad will complete the minutes
- Mike and John will develop detailed ideas on how to use the House of Hope lot.
- Brian will add email comments to the Public meeting summary and clean the summary up.
- Linda, Frank, Jeff G., Paul, Sophia, Amanda, Jody and Tim will continue with the research.

The next meeting will be 6pm Tuesday November 1 at Dixies. The meeting ended at 8:00 pm.

Grand Avenue Informal Parking Task Force
Minutes 11/01/05

Meeting Started at 6:05 pm at Dixies

People Present

Amanda Schulz, Brian Wegner, Chad Skally, Frank Zink, Jeff Roy, Jody Stanley, John Wolf, Linda Winsor, Mike Schumann, and Paul St.Martin.

Guests

Sophia (Mac Intern)

Discussion

The group went over the ongoing research projects:

- 1) Sophia has been working on a survey for people along Grand to answer. She spent a couple hours doing it and received 23 responses. She is going to try to do a few more times and summarize her results. People thought it might be good to focus it at a specific establishment like the Wild Onion, Bonfire, and Billys (Amanda will check into this).
- 2) Paul is still working on collecting information on the use parking spaces in Zone 9. By the next meeting he will have more information.
- 3) Frank has been working hard on the video survey. There is data for a Saturday and he and the intern are working on processing and analyzing the data.
- 4) Jody sent a parking survey out to businesses and has received 20 responses so far. She will put together a summary for the next meeting.
- 5) Linda is working on gathering information on what residents pay for parking. She this compiled by next meeting.

Next the group discussed various parking topics:

- 1) Should a ramp be put in the parking lot located near the NW corner of Victoria and Grand? Merritt talked to Rob Stolpestad who said he would look into this. In 1994 it did not occur because the church, who owns part of the lot, thought it might be dangerous for kids and had concerns about light pollution. It was brought up that we should focus getting the ramp on the SW corner 100% utilized before building a new ramp.
- 2) During the summer of 2006 there will be roads rebuilt in the neighborhood which will affect parking. The city tries to do alternate streets and the construction in phases to limit the loss of parking. The city will also keep a website up-to-date with the progress of the construction so neighbors and businesses can know what is going on. SHA, GABA, and the city will discuss other possible ideas that might help reduce the impact of the construction on parking.
- 3) The group talked about two alternatives on moving ideas forward. The first idea is to have a report that shows both the consensus strategies and the non-consensus strategies. This may then allow other groups (SHA, GABA, the city) more options for adjusting the report to their requirements. The second approach is to have only one set of consensus

strategies that coveralls all the issues and involves more give and take. This group would then only promote the movement of that document with no changes through SHA, GABA, and the city. Everyone felt we should try to do the latter using 100% consensus. If we get stuck doing this we will address the issue at that time.

4) John talked about the use of the House of Hope lot. Currently some businesses have space along the back row for their employees. Don Lewis is in charge of the lot and John has talked to him about doing valet parking their. In the past there were concerns about increased traffic on the side-street and in the alley. Also if the lot were to be used by customers it would have to be re-zoned.

5) The group went over their mission. Some of the items will not occur if we use the full consensus approach with the strategies.

Next Steps

Between now and the next meeting:

- Chad will complete and send out the minutes.
- Paul, Sophia, Frank, Jody, and Linda will continue to work on research.
- Amanda will check into having surveys at specific establishments.
- Brian will create a concise summary of the comments from the Public meeting.
- John and Mike will continue to look into details for potential use of the House of Hope lot.

The next meeting will be 6pm Tuesday December 6 at Dixies.

The meeting ended at 7:50 pm.

Grand Avenue Parking Task Force
Minutes 12/06/05

Meeting Started at 6:05 pm at Dixies

People Present

Amanda Schultz, Brian Wegner, Chad Skally, Craig Blakely, Frank Zink, Jeff Grady, Jeff Roy, Jody Stanley, John Wolf, Linda Winsor, Mike Schumann, Nance Marsden, and Paul St.Martin.

Guests

Rick Anderson (Saint Paul Police)

Discussion

The group went over the ongoing research projects and various parking topics:

- 1) Frank has been working hard on the video survey. Currently he and the intern are working on analyzing the Saturday data. They also want to try to collect more data for a weekday. Also it would be useful to get information from businesses on the amount of customers they estimate they had on the days parking data was collected (e.g. average, low, or high amount of customers)
- 2) Linda is going over the data that shows the number of parking spaces by each block.
- 3) Chad and Mike, separately, talked to Rob Stolpestad about the parking ramps. Rob said it should be feasible to have more employees use the existing ramp, except during the holidays. He is going to talk to his tenants in January about this. He also gave a rough number of \$1-2 million to build a ramp at the existing parking lot between the church and shops.
- 4) Paul gave a handout with a rough estimation of what meter revenue could be for Grand Ave. Based on these rough numbers the maximum gross revenue per year per block would be less than \$120,000. Currently the other meters in the city are operating at 35% collection which would give you about \$42,000 per block. If you assume 35% use and expenses for 8 blocks the estimate net revenue for the year is \$133,000. This is a very rough number and does not include potential revenue from parking tickets.
- 5) Brian handed out a concise summary of the public meeting from September 15th. Everyone in the group needs to read this and be ready to discuss at the next meeting.
- 6) John mentioned that there is a new person in charge of the HOH lot. John is working with Bonfire, Wild Onion, Billys and the Tavern to set up valet parking at HOH. He will keep the HOH up-to-date with our discussions and invite them to our next meeting.
- 7) Billys and Wild Onion will allow us to survey their customers on where they parked. Amanda will set up the details on getting this done.
- 8) Paul went over his current permit parking data. It showed an average of 47% (359 cars parked out of 765 spaces) use of permit zone based on three different days. Out of this 20% were illegally parked (70 cars without permits out of 359 cars). Paul and his intern are going to gather a few more days of data. There was discussion over the concern of lack of enforcement of parking permit zones and parking on Grand.
- 9) Linda went over some of the ideas presented by Shoup at his presentation on the cost of parking. One key is to define where people (customers, employees, and residents) can park. In Pasadena they have implemented a lot of his suggestions; this may be a good example to

base ideas for our area. Linda and Craig are going to try to find out more details on how parking works in Pasadena.

Next Steps

Between now and the next meeting:

- ⇒ Chad will complete and send out the minutes.
- ⇒ Everyone will review the summary of the September 15th public meeting and be prepared to discuss at our next meeting.
- ⇒ Paul, Sophia, Tim, and Frank will continue to work on research.
- ⇒ Amanda will look into setting up the details on surveying customers at Billys and the Wild Onion.
- ⇒ Linda and Craig will try to get more details on how parking works in Pasadena (e.g. how much are permits, who administers the money, how does enforcement work, etc.).

The next meeting will be 6pm Tuesday January 10 at Dixies.

The meeting ended at 8:00 pm.

**Grand Avenue Informal Parking Task Force
Minutes 1/10/06**

Meeting Started at 6:05 pm at Dixies

People Present

Alisa Lein, Brian Wegner, Chad Skally, Craig Blakely, Frank Zink, Jeff Roy, John Wolf, Linda Winsor, Mike Schumann, Nance Marsden, and Paul St.Martin.

Guests

Rob Stolpestad, Beth Loudon

Discussion

The group discussed various parking topics:

- 1) Beth talked about the House of Hope lot usage. Right now there are about 144 spaces, of which 20-30 are used by William Mitchell and half-a-dozen businesses. The lot costs about \$12,000 a year to maintain.
- 2) Rob discussed the estimates on building a ramp where the lot is on the northwest block of Victoria and Grand. In the past they estimated adding a level would add 90 spaces and would cost between 1-2 million. Currently the lot has 185 free spaces that are always filled.
- 3) Rob also discussed the ramp on the northwest corner of Victoria and Grand. This ramp gets a lot of use during the holidays (80-90% filled) but very little in the summer (around 50%). There are some residents who pay about \$40 a month to be able to park there at night only (\$75/month to park whenever).
- 4) Chad went over the revised framework document. The group decided not to discuss the document.
- 5) Paul talked about the petition to expand zone 9 to additional blocks on Grand Ave. His survey showed that zone 9 parking spaces are filled 53% on week nights and 32% during week days (with 12-20% of these vehicles are illegally parked). In the area closest to the petition area it is 70% filled with about 20% illegally parked. The group did not come to consensus on whether or not to recommend approval of the petition.

Next Steps

Between now and the next meeting:

- ⇒ Chad will complete and send out the minutes.
- ⇒ We will have final research summaries?
- ⇒ Mike, Brian, Craig, Paul and anyone else who is interested will discuss further the meters and parking district idea.
- ⇒ The group will review its timeline.

The next meeting will be 6pm Tuesday February 7 at Dixies.

The meeting ended at 8:00 pm.

Grand Ave. Parking Task Force
2/7/2006
Meeting Minutes

Attendees:

Nance Marsden, Craig Blakely, Brian Wenger, Alisa Lein, Jeff Grady, Mike Schumann, Paul St. Martin, John Wolff, Jeff Roy, Commander Anderson.

Meeting commenced at 6:05 pm.

Jeff Roy reviewed meeting ground rules, meeting agenda, and past minutes. Past minutes approved with 1 change (Southwest Corner).

Craig walked the group through the recently revised framework document draft dated February 6, 2006. Craig walked through the Background, Vision, Goals, Strategies, Next Steps, Possible Next Steps, and Attachments including a rough revenue estimate.

Obviously a great deal of time and effort was devoted to this new very comprehensive framework- A collective thank you to Craig, Brian, Mike, and Paul for your efforts!

The group then turned to points in the draft framework that Mike indicated need further discussion and follow-up. Points brought up included:

- Whether lots should have meters?
- Permit parking for residents on Grand
- Necessity of Greeters/Additional Parking Enforcement Officers
- Advisory Committee initially vs. Parking Management Organization

Commander Anderson gave a parking enforcement overview that included:

- Currently 14 PEO Employees
- New License Recognition Technology- Still some questions. Company with technology may be doing a demonstration in Mpls. If so, Commander Anderson has asked to be invited.
- Not opposed to having a PEO for the Parking Improvement District if enforcement is desired.
- Commander Anderson to research estimated revenue that a PEO generates.

Next Meeting Date: February 28, 2006. 6:00 – 8:00 pm Dixie's.

Preliminary agenda items

- Review Revised Framework
- Timeline
- Enforcement update
- Research- Frank & Linda

Meeting Adjourned at 8:10 pm.

Grand Ave. Parking Task Force
2/28/2006
Meeting Minutes

Attendees:

Nance Marsden, Craig Blakely, Brian Wenger, Alisa Lein, Jeff Grady, Mike Schumann, Linda Winsor, Jeff Roy, Commander Eric Anderson, Rob Stolpestad, Andrew Tamasko, and Bill Skally.

Meeting commenced at 6:05 pm.

Jeff Roy reviewed meeting ground rules, meeting agenda with one added item, and past minutes. Past minutes approved.

Discussion Points:

Expanding the membership on the Task Force: Welcomed new members of Task Force

Rob Stolpestad, representing Exeter Realty

Andrew Tamasko, representing House of Hope

UCC representative- yet to be determined

Look forward to having these important stakeholders as new members.

Lein petition discussion:

Lein Zone 9 petition to be heard at 3/1/06 City Council meeting.

Jeff Roy indicated he received a call from Donna Swanson, assistant to Dave Thune, inquiring whether Task Force would brief the City Council on Task Force efforts to date and be able to provide a potential timeline of comprehensive plan being explored. Group discussed what and who should present this update and whether a position should be taken by the Task Force on this petition. Agreed that Jeff Roy would present the Task Force press release with timeline agreed upon in later discussion. Further agreed, that Task Force would not take a position on this issue based on past precedent.

Review & Revise Draft Framework Document & Timeline:

Brian Wenger walked the group through the revisions made to prior framework document. Note- still areas of discussion needed, no final agreement.

- Expanded enforcement hours to 1:00am
- Parking Greeters for 3 months rather than one year
- Commander Anderson questioned the one month warning ticket idea.
- Parking for residents on Grand- lots of discussion around fee and other concerns.
- Parking Commission: suggestion for broader representation
- Economic assumptions- Rob Stolpestad to help with clearer understanding of current economic assumptions in the framework. Rob also suggested looking at a Plan B scenario featuring a Private/Public ramp solution. Plan would include covenants and

beautification points consistent with Framework goals. Group agreed that this was something to consider.

Timeline Discussion:

Solicit input and level of interest from Private landowners 3/1/06 – 5/1/06

Exeter Realty- Rob Stolpestad

House of Hope: Andrew Tamasko

UCC- Rob will contact

Solicit Community Input/Stakeholder Input: 6/1 –8/1

Resolution followed by ordinance.

Comprehensive Plan Implementation: 11/1/2006

Commander Anderson gave a parking enforcement overview that included:

- 2/3 of parking fine goes to city
- New License Recognition Technology- Demonstration likely in next few weeks
- 3702 tickets in Zone 9 - \$107,000 of which 2/3 goes to city.

Commander Anderson to research estimated revenue that a PEO generates.

Next Meeting Date: 3/23/06 Tentative – Please E – Mail if you cannot make this date.

Preliminary agenda items

- Review Revised Framework
- Timeline
- Enforcement updates
- Research- Frank & Linda

Meeting Adjourned at 8:20 pm.

Grand Avenue Informal Parking Task Force
Minutes 3/23/06

Meeting Started at 6:05 pm at Dixies

People Present: Blakely, Grady, Lein, St. Martin, Schultz, Schumann, Skally, Stolpestad, Tomasko, Westby, Winsor, Wolf, Loudon, Roy

Discussion

The group discussed various parking topics:

1. Craig talked about the option of having privatized funding for the Vic 2 ramp. He, Mike, Brian and Rob are going to discuss this idea in more detail.
2. The group discussed that we should work on getting more utilization of our current lots (HOH and Vic 1 ramp). HOH is currently not interested in any major changes to their current arrangement with William Mitchell that allows students and employees to park in their lot. Some concerns include security, tax consequences for any changes, neighbors concerns about noise, and trying to keep future options for the lot open. HOH will consider well developed proposals that address their concerns. Chad and John will discuss some of the other options for HOH. However there is potential for more employees to use the HOH lot. Amanda will send out information to Grand Avenue employers on the availability of parking in the HOH lot. Rob is working with his commercial tenants to have them provide parking for their employees in the Vic 1 ramp.
3. Frank went over some of his initial data from his driving surveys. He is working on putting together all the final numbers.
4. Amanda and Rob are going to work on a survey to employees and customers.
5. Tentatively on 4/17/06 there will be a demonstration of license recognition parking enforcement technology. If you are interested in participating contact Craig.
6. The permit parking expansion petition for 2 blocks of Grand Ave was approved allowing 4 residential permits and 2 visitor permits.
7. The group discussed ways to improve parking near Grand and Dale. One topic was one-way streets with parking on both sides. Making Lincoln a one-way street with parking on both sides is a major concern with residents because they believe it is both un-safe and would pack the street with cars. Other options might include making Dale and St. Albans one-way streets, using church lots nearby, or creating ramps. Chad and John will investigate ideas for Grand and Dale.
8. A motion was approved to not allow any "substitutes" for task force members at meetings, except the city staff.

9. A motion was approved to allow anyone to come observe the meeting. If these people have any input they should provide it in writing prior to the meeting to Jeff or Amanda. If possible their input will be part of the agenda; otherwise task force members can discuss their ideas before or after the meeting.

Next Steps

Between now and the next meeting:

- ⇒ Chad will complete and send out the minutes.
- ⇒ Craig, Mike, Brian and Rob are going to discuss this idea in more detail.
- ⇒ Chad and John will discuss some of the other options for HOH.
- ⇒ Amanda will send out information to employers on the availability of parking in the HOH lot.
- ⇒ Rob is working with his commercial tenants to have them provide parking for their employees in the Vic 1 ramp.
- ⇒ Frank is working on putting together all the final numbers.
- ⇒ Amanda and Rob are going to work on a survey to employees and customers.
- ⇒ If you are interested in attending the parking technology demo contact Craig.
- ⇒ Chad and John will investigate ideas for Grand and Dale.

The next meeting will be 6pm Tuesday April 11 at HOH.

The meeting ended at 8:00 pm.

Grand Avenue Informal Parking Task Force
Minutes 04/11/06

Meeting Started at 6:05 pm at House of Hope

People Present: Grady, Lein, St. Martin, Schultz, Schumann, Skally, Stolpestad, Tomasko, Wenger, Winsor, Wolf, Zink, Roy

Discussion

The group discussed various parking topics:

1. Rob gave an update on the “Vic 2” potential ramp. He said he met with the church (who own 2/3 of the lot) and they are uncertain if they would like a ramp built. They will be discussing it amongst themselves and will meet with Rob in the next few weeks to let him know what they think. Rob also gave an update on the Grandplace Ramp (Vic 1). He is working with several tenants to have employees use the lot. Currently there are 50-100 spaces open from Jan 1 thru mid November.
2. John and Chad met with some of the business owners from around Grand and Dale. Right now the lot behind the Tavern is near 100% utilized. They also discussed the idea of having employees use the HOH lot and the potential of making some of the N/S streets one-way to add parking to both sides of the street. Chad had sent the parking group some information about one-way streets. There is still some concern about one-way streets causing traffic changes and streets packed with cars.
3. John and Chad did not come up with any additional HOH lot strategies. Amanda sent a notice to businesses with information on how to get permits to allow employees to park there. Since there has been increased parking enforcement on Grand the last 6 months this may encourage more employees to use the HOH lot and Vic 1 ramp.
4. Amanda went over the business survey. There is strong concern from businesses surveyed regarding the recent increase in purse snatching and women’s safety on the Avenue. A lot of the comments related to safety issues, frustrations with students taking all the parking, and concerns for over night parking.
5. The group decided we were not ready for a public meeting and we should plan to do one this fall. There are a lot of different discussions floating around and various versions of the framework document so we need to gather our thoughts into a concise plan. Some members of the group thought 1-2 sheet summary of ideas would be good, while others think we need to provide more information/details. Chad and Brian will work on re-drafting a document with where the group is at.

Next Steps

Between now and the next meeting:

- ⇒ Chad will complete and send out the minutes.
- ⇒ Frank will have the final numbers for his research.

- ⇒ Frank and Mike will work on ideas for permit zone parking principles.
- ⇒ Chad and Brian will re-work a document stating where the group is at with parking ideas.
- ⇒ Rob will come up with some more financial data on the potential Vic 2 ramp.
- ⇒ Rob and Beth can hopefully update on employee use of the HOH lot and Vic 1 ramp.

The next meeting will be 6pm Tuesday May 2 at House of Hope (location not yet confirmed).

The meeting ended at 8:05 pm.

Grand Ave. Parking Task Force
6/12/2006
Meeting Minutes

Attendees:

Nance Marsden, Craig Blakely, Paul St. Martin, Alisa Lein, Jeff Grady, Mike Schumann, Linda Winsor, Jeff Roy, Rob Stolpestad, Chad Skally, Andy Tomasko and Beth Loudon

Meeting commenced at 5:35 pm.

Jeff Roy reviewed meeting ground rules and meeting agenda.

Jeff Roy discussed the need and purpose behind the new document titled "Common Principles for Choosing Alternatives To Improve Parking in and Around Grand Avenue". Craig, Linda, Chad and Jeff R had met and created this document that would serve as the tool to help measure parking alternatives against. Craig outlined how this could serve as a foundation to check Pros and Cons of each proposed parking alternative. Group thought this was a good way to revisit and affirm areas of agreement and would help get us back on track.

The group then moved on to reviewing the Principles document addressing and amending each principle based on discussion.

Each principle was thoroughly discussed and re-worded according to group consensus.

Please refer to Jeff Roy's attachment for final wording of each principle.

After discussion, each principle was voted on and approved.

2 additional Principles were added: One concerning Revenue usage and the other on Aesthetics and Historic Preservation. They were voted on and approved.

Next Steps:

Jeff Roy to send out Revised Principle Document

Jeff Grady to complete meeting minutes

Mike Schumann to send his comprehensive plan to Jeff Roy for distribution.

Craig to send his preliminary four options.

Next Meeting Date: 6/28/06 6:00 pm (Linwood Recreation Center)

Preliminary agenda items

- Review Completed Common Principle Document
- Discuss various alternatives
- Pros/Cons Development
- September public meeting discussion
- Next Steps

Meeting Adjourned at 7:35 pm.

Grand Ave. Parking Task Force
6/28/2006
Meeting Minutes

Attendees:

Paul St. Martin, Alisa Lein, Jeff Grady, Linda Winsor, Jeff Roy, Rob Stolpestad, Chad Skally, John Wolfe, and Brian Wenger

Meeting commenced at 6:05 pm.

Jeff Roy reviewed meeting ground rules and meeting agenda.

6/12/06 Meeting Minutes were approved

Jeff Roy reviewed slight revisions to “Common Principles for Choosing Alternatives To Improve Parking in and Around Grand Avenue” document. Document again was approved.

Long discussion about how group could utilize Craig Blakely’s pro’s/con’s spreadsheet to work through each parking alternative, using common principles as guidelines. After thorough discussion it was agreed that a sub-team, comprised of representatives from each stakeholder group, would meet to “score” each alternative under consideration against the common principles.

Sub-group composition:

Rob, John, Brian, Alisa, and perhaps Beth /Andy.

Sub-group will meet prior to next meeting to identify areas of obvious agreement, areas of some agreement, and then contentious areas. Group will look at all alternatives that have been proposed to date and use a common methodology to evaluate each.

Next Steps:

Sub group to meet prior to next meeting
Next meeting date tentatively arrived at 7/20/06
Jeff Grady to complete meeting minutes

Next Meeting Date: 7/20/06 6:00 pm (Linwood Craft Room Center)

Preliminary agenda items

- Review findings of sub group
- Discuss various alternatives
- Pros/Cons Development
- September public meeting discussion
- Next Steps

Meeting Adjourned at 7:20 pm.

Grand Ave. Parking Task Force
7/20/2006
Meeting Minutes

Attendees:

Mike Schumann, Paul St. Martin, Jeff Grady, Craig Blakely, Linda Winsor, Jeff Roy, Amanda Schultz, Frank Zink, Rob Stolpestad, John Wolfe, Andrew Tomasko, and Alisa Lein.

Meeting commenced at 6:05 pm.

Jeff Roy reviewed meeting ground rules and proposed meeting agenda. One agenda item added by Frank Zink (Thought Experiment).

6/28/06 Meeting Minutes were approved.

Report from Evaluation Subcommittee:

Alisa, Rob, and John met on 7/14.

Alisa, Rob, John, and Brian met on 7/17.

Recap of notes from small group meetings:

Subcommittee did not achieve consensus on solutions to the major issue of who can park on Grand Ave. or in the neighborhood south of Grand nor did they develop new ways to frame the discussion.

Specific points discussed as a small group

1. Who can/should be able to park on neighborhood streets south of Grand? No consensus
2. Can Grand Ave. residents park on Grand and, if so, under what circumstances? No consensus
3. City Budget Constraints?
4. Need for improved parking signage along Grand and better marketing /PR about parking options – Consensus agreement- yes.
5. Increased usage of existing ramps and parking lots on Grand and surrounding areas- Consensus agreement- yes.
6. Create simple, uniform parking rules for on-street parking on Grand- Consensus agreement- yes
7. Create and/or build additional parking along Grand- Consensus agreement- yes

Discussion on how to proceed given the subcommittee discussion.

Paul St. Martin: solution needs to be a win for all stakeholders. At this point is there a win for single family home residents?

Is parking more important to customers on Grand or residents on Grand?

Frank Zink Thought Experiment Exercise: Frank suggested a group activity “thought experiment” as a precursor to a potential parking solution based on the “there is no free parking” ideas of Donald Shoup. The experiment was intended to examine the fairness of charging in

proportion to use for on-street parking in both the commercial and residential settings. The details of implementation were purposely simplified in order to examine the fairness of the concept. The experiment was successful in that there was a consensus that the concept was fair, at least under the simplified assumptions of the activity. Based on the feedback, Frank will attempt to develop the idea further into an implementable plan.

Craig commented that it is possible to calculate a formula for measuring deficits.

Business Review Council update: (BRC) Jeff Roy, Paul St. Martin, and Commander Anderson attended the BRC meeting on 7/20. BRC appears interested in this topic and asked if they could be of assistance. Jeff Roy reported that there is an active task force looking at this currently and updated the council on progress to date. Idea of a professional facilitator was brought up and declined. Jeff Roy doing a great job of keeping the momentum moving.

September/October Fall Meeting discussion: Jeff Roy will refine news release. Discussed presenting several (2-3) plan options at meeting for discussion, opinion and comments.

Next meeting date 8/17/06 at 6:00pm. Linwood Rec Center Craft Room

Preliminary agenda items

- Review various plan alternatives
 - i. February 27, 2006 Proposal
 - ii. Mike's Proposal
 - iii. Frank's Proposal
 - iv. Status Quo (someone needs to put that together)
- Pros/Cons Development
- September public meeting discussion
- Next Steps

Meeting Adjourned at 8:00 pm.

Grand Ave. Parking Task Force
8/24/2006
Meeting Minutes

Attendees:

Paul St. Martin, Jeff Grady, Craig Blakely, Linda Winsor, Jeff Roy, Brian Wenger, Frank Zink, Rob Stolpestad, John Wolfe, Chad Skally, and Alisa Lein.

Meeting commenced at 6:05 pm.

Jeff Roy reviewed meeting ground rules, prior meeting minutes and proposed meeting agenda.

7/20/06 Meeting Minutes were approved.

Agenda discussion: group agreed to allow additional time for each plan review. Agenda points 3 and 4 consolidated to allow more time for individual plan discussion.

6:15 pm Review of Plans Submitted To Date

1. Frank Zink's Plan dated 8/10/06
2. Craig Blakely's plan dated 8/11/06
3. Mike Schumann's plan dated 6/12/06
4. Combination Framework Document by Alisa Lien and Brian Wenger dated 8/17/06.

A big thank you to each plan author for your time and energy on these proposals!

1. Frank Zink walked the group through his Performance-Based Parking Management Plan. Based on the "there is no free parking" ideas of Donald Shoup. Plan featured strategies and ideas related to Parking On Grand, Off Grand, Municipal Obligations, and Stakeholder Considerations, including a Pro/Con grid by stakeholder group.

Questions raised during discussion: Is Parking Management District really a con? Overnight parking at meters? 85% occupancy question, business priority over residential priority, snow emergencies, radically different, business over residents, most efficient use on Grand? Concept of "pay by cell phone" capability for meters reviewed.

2. Craig walked the group through his plan. Similar to Frank's market approach, Craig's plan asks the City Council for specifics knowing that that will be required in the end.

No demonstration yet on LPR technology.

3. Mike's Plan: Mike unable to attend. Brian walked the group through the plan.

Discussion around Mike's plan: Good identification of potential lots- Linda added Unity, St. John's and St. Clements to list. Reduction of Bus stops may be counter-intuitive to our goal. Special assessment district unlikely according to Craig. 2 sided parking and one-ways were discussed again, no consensus.

Additional discussion- Linda, Grand Ave Parking rules need to be enforceable and sustainable. Brian, 3 pt plan potential based on discussion. Chad, doesn't agree with Meters on Grand.

4. Alisa touched on consolidated plan. How do plans measure up against Status Quo? Am I better with Plan or Status Quo?

Agreement that we need a unified document for public meeting, otherwise, plans or proposals will get picked apart.

Action Steps for next meeting:

1. Frank to complete video data analysis from this summer.
2. Rob will take list of available lots and discuss ways to better utilize them with owners. Current occupancy? Ways to increase usage?
3. Small group: Brian, John, Chad, Alisa, et al will see if they can come up with common points amongst all plans that can be pulled into a consensus, win-win document.

For now, no formal schedule for Fall Meeting

Next Meeting: September 21, 2006. Linwood recreation Center

Preliminary agenda items:

- Small group report on consolidated plan
- Data Analysis- Frank
- Date for Fall Meeting?
- Next Steps

Again, a big thank you to each plan author and the entire group for constructive discussion.

Meeting Adjourned at 8:20 pm.
Jeff Grady, Secretary

Grand Ave. Parking Task Force
9/21/2006 Meeting Minutes

Attendees:

Craig Blakely, Linda Winsor, Jeff Roy, Frank Zink, Rob Stolpestad, John Wolfe, Chad Skally, Georgia Amdahl, Mike Schumann, and Alisa Lein.

Meeting commenced at 6:05 pm. Jeff Roy reviewed meeting ground rules, prior meeting minutes and proposed meeting agenda. 8/24/06 Meeting Minutes were approved.

6:15: Frank went over the data he collected last year. He is still working on getting some kinks out of the numbers and summarizing them.

6:35: The small group that met prior to this meeting went over the potential consensus ideas they discussed.

1. Residents on Grand can park on Grand and (if they live adjacent to the Zone 9 Permit Area) can park in the permit zone.
2. No meters on Grand - but enhanced enforcement using latest technology out of Canada.
3. Have employees park in ramps/lots at a rate that is reasonable and paid for from three sources: employer subsidy, employee payment and increased revenue from enforcement.
4. Creation of a Parking Commission to manage and improve parking resources now and in the future for the all stakeholders.

The group decided that the small group should meet again and hash out more of the details for the potential consensus plan. It was also noted that before anything is brought to the public we should also provide information on the parking history and also on the non-consensus strategies that this group has discussed.

7:30: Georgia apprised the Task Force of the Wedding Shop petition document that had been presented to GABA last week. There was concern in the group that the petition was based on false and misleading information. GABA suggested they hold their next Grand Focus quarterly meeting soon with GABA members with the purpose of providing them more factual information on what this informal Task Force has been doing and discussing. The Task Force members agreed.

8:00: For now, no public meeting is scheduled.

Action Steps for next meeting:

4. Frank will continue to refine and summarize his data.
5. The small group will meet and put together a potential consensus plan.
6. GABA will hold a Grand Focus meeting (Fri., Sept. 29th, 8 a.m. at Dixie's) to address concerns from its member on this Parking Task Force.

The next Task Force meeting is set for Thurs., Oct. 5th from 6pm-8pm at the Linwood recreation Center.

Preliminary agenda items:

- Small group report on potential consensus plan
- Report on GABA Grand Focus Meeting
- Next Steps (getting non-consensus strategies in a document, a history of parking document put together)

Meeting Adjourned at 8:10 pm, *Chad Skally, Secretary*

East Grand Avenue Parking Forum

On Friday, September 29, 2006, Grand Avenue businesses were invited to participate in the East Grand Avenue Parking Forum at Dixie's.

The forum began with John Wolf of Dixie's on Grand and East Grand Avenue Parking Task Force (PTF) representative, giving a brief history of the PTF. The PTF consists of staff and/or president from the Grand Avenue Business Association, Summit Hill Association, William Mitchell, House of Hope, Exeter Realty, the police department, the city of St. Paul, business on Grand, and residents – both homeowners and renters. The group has been meeting for two years and has done extensive research on parking in the area and what similar Grand Avenue groups attempted in 1989 and 1992.

Currently there are four possible plans PTF members have created. The plans have not been shown to the city and there is no official voting happening at this time. The city is requesting a parking plan be sent to the city council or the city will create one for the area. The PTF has been trying to come up with an organized, educated and unified plan before the city takes action.

Suggestions by Business Owners include:

- Permit parking moratorium
- Permit parking removal
- Limited permit parking restrictions – for example: anyone can park on the street until 8pm. 8pm-8am residents only.
- Create a status quo per node area
- Create two-sided parking on streets parallel to Grand. One side for residents and one open for public use.
- Maximize the use of existing space.
- Identify available spaces and communicate this to the nodes.
- Four hour max with 15 mins. for quick turn businesses.
- No hourly minimum
- Affordable ramp parking
- Educate businesses on city policies and where their employees should park
- Allow parking on the Ayd Mill Bridge
- No meters
- Apply for Star Grant to build another ramp
- Take down homes or buildings to build more lots/ramps
- Improve parking signage
- Give incentives or penalize businesses/employees who don't park in the designated area.

Next Steps:

Minutes for the meeting will be given to the PTF for review. Once the PTF has created a plan there will be a public meeting for all interested parties. Suggestions will be taken, plan will be revised and then sent to GABA and SHA for review. Once those reviews have been made a final revision will be created and sent to the city for approval.

Grand Ave. Parking Task Force
10/05/2006
Meeting Minutes

Attendees:

Mike Schumann, Paul St. Martin, Jeff Grady, Craig Blakely, Linda Winsor, Jeff Roy, Frank Zink, Rob Stolpestad, John Wolfe, Chad Skally, Alisa Lein, Andrew Tomasko, and Georgia Amdahl

Meeting commenced at 6:05 pm. Jeff Roy reviewed meeting ground rules, prior meeting minutes and proposed meeting agenda.

9/21/06 Meeting Minutes were approved. Agenda discussion: Suggestion to add Status Quo documents to next meeting.

6:10 pm Small Group Report

1. Given the small group meeting on Friday afternoon, Mike shared his impressions of the GABA Grand Focus meeting that was held on Friday am. Two big themes described
 - a. “What about my block” – businesses want to have input about what happens in front of their property.
 - b. Frustration about Permit Parking Expansion- more advance notice
2. Small group of Alisa, Mike, John and Chad met Friday afternoon. Brian Wenger did not attend. The small group developed “East Grand Ave. Parking Plan option C Rev 9/29/06. This document was included in tonight’s meeting packet with another version containing Brian’s comments. Document focuses on establishing a Grand Ave. Parking Commission, Permit Parking notification process, Zoning changes, and Increased parking enforcement.
3. Tonight, the Task Force worked through wording of section 1- Establish Grand Ave Parking Commission with several revisions and additions. Comments included - that while this sounds agreeable this evening, it is hard to agree to everything without knowing all the details. Craig pointed out that it is important to consider and frame the discussion around what we are going to ask the City Council for.

6:40 pm- Discussion regarding power, roles, make-up of Parking Commission

- Advisory to Council or Traffic Engineer?
- Commission needs real power
- Consensus or majority rule? Decisions need to be made
- Organizational structure to include institution and employee representation
- Rob- How do we define “good” ramp utilization?
- Craig- identify stakeholders for representation

Action item- Linda to research other commission structures.

7:42 Brief discussion of section 2. Permit Parking. Time did not permit full discussion. Group agreed that ideas and comments should be sent to Mike and Jeff Roy prior to next meeting.

7:50 GABA Report on 9/29/06 Grand Focus Meeting: Georgia Amdahl

Georgia gave GABA recap of 3 big concerns coming out of the 9/29 meeting to which approx. 30 businesses attended:

- Permit Parking needs to be flexible –i.e. open up during day
- Moratorium on parking permits or removal of permits
- 2 extremes- i.e.- no limits vs 4 hour limits

Note: Grand Avenue is broken into 5 GABA commercial nodes each with its own “director”.

Questions raised by Task Force:

- # of businesses that are members of GABA along East Grand?
- Do we need to revisit our joint understanding about how and when Task Force information is disseminated outside of Task Force (in light of information informally provided to the Wedding Shop)?
- Whether GABA will continue its collaborative work within the Task Force to create a comprehensive parking plan that is a “win-win” for all stakeholders – and with the understanding that GABA will need to sell the consensus draft comprehensive plan to the GABA membership just as residents will need to sell it to residents and SHA board members to the SHA Board?
- Will an official GABA representative be a more regular attending member to Task Force meeting and if so, who will that be?

On this point, Georgia clarified that she will represent GABA at future Task Force meetings and when she cannot, Amanda will be there instead. GABA will do its very best to get to all future meetings. For Georgia, Mondays are best, but Thursdays (as currently scheduled for the Task Force) will be possible if she is able to get a substitute at her business to cover commitments.

Action Steps for next meeting:

7. Jeff Roy to make discussed revisions to Small Group Plan
8. Jeff Grady to complete meeting minutes
9. Linda to research other commission structures
10. Small group: Continue talk and discussion

Next Meeting: October 26, 2006. Linwood Recreation Center 6:00- 8:00 pm

Preliminary agenda items:

- Review revised Small Group Document
- Status Quo documents and follow-up
- Date for Public Meeting?
- Next Steps

Meeting Adjourned at 8:20 pm. Jeff Grady, Secretary

Grand Ave. Parking Task Force
10/26/2006
Meeting Minutes

Attendees:

Mike Schumann, Paul St. Martin, Craig Blakely, Linda Winsor, Jeff Roy, Frank Zink, John Wolfe, Alisa Lein, Andrew Tomasko, Amanda Schultz, Brian Wenger and Officer Eric Anderson

Meeting commenced at 6:05 pm.

- 1. Roy reviewed meeting ground rules.**
- 2. Additions to agenda: added point on creating SHA Parking Committee under point #3. 10/5/06 meeting minutes were approved.**
- 3. Continued review/revisions of small group consensus plan**
 - It was clarified that the revisions that had been made at the 10/5/06 Task Force meeting to the *East Grand Ave. Parking Plan - Option C* were only tentative depending on the outcome of the review/revisions done tonight on the remainder of the document.
 - Further discussion of the idea of a “Parking Commission” as described in section #1 of the document, Subsec. b. “Organization”:
 - a. How Commission members would be appointed;
 - b. The pros and cons of having a “city commission” versus a “neighborhood committee”
 - c. Which stakeholders and how many would be at the table whether on a commission or a committee.
 - d. Winsor explained her proposal that the Task Force support the establishment of a formal SHA Parking Committee with similar responsibilities as the proposed “Parking Commission” but with a redesigned organization as follows
 - 5 - 7 Members appointed by SHA (3 yr staggered terms)
 1. One to be the SHA GABA representative
 2. At least one resident on Grand
 3. At least one resident on Lincoln
 - Required vote to take action: 4 of 5 or 5 of 7, as applicable.
 - e. There was not consensus as to whether a parking committee that is solely a creation of SHA alone would be acceptable to the task force.

With no resolution or consensus on commission vs committee, discussion shifted back to reviewing/revising the draft small group consensus document.

- The wording of Section #2, Subsec. a. and b. troubled at least one task force member in that it seemed to create a body that could theoretically vote to oppose a petition effort – thereby limiting the ability of residents to petition according to city ordinance. Further discussion about the following:

- a. How Commission members would be appointed;
 - b. The pros and cons of having a “city commission” versus a “neighborhood committee”
 - c. There was near consensus on Subsec. c. if the text was changed from “All property owners within 500’ of any proposed permit-parking zone shall be notified of any public hearings concerning the proposed zone.” to

“All property owners within 300’ of any proposed new or expanded permit-parking zone shall be notified by the city of any public hearings concerning the proposed zone.”
 - d. It was noted that SHA has historically not taken a position on Permit Zone 9 expansion petitions, but that SHA does receive notification from Public Works when a petition is filed and sometimes before it is filed. It was suggested that SHA may need to take on the responsibility to notify all district stakeholders of any new petition effort.
 - f. Returning to Subsec. a. and b., it was suggested that in order that all stakeholder groups to know about a petitioning effort before it is complete, that Public Works should establish a mechanism for emailing notification of petition efforts to all interested parties in the district.
- Sensing no forward movement in the discussion, the facilitator asked the task force members if members felt this body could continue to make progress on its mission or if the task force should turn over its work to another body. There was some support for turning work over to another body, but not consensus. A motion was made by Winsor to archive all the documents of the Task Force. Members approved the motion unanimously. Linda, Frank, Craig and Amanda (?) will work up a draft outline of documents for the archived materials and send it out to the Task Force so we all can response to it online before the next meeting. A vote on whether to and to whom the archived documents should be turned over to for future work was not determined at this meeting. It was also suggested that Dec. 7th be the last meeting of the Task Force. The next Task Force meeting is set for Thursday, Dec. 7th, same time and place.

Action Steps for next meeting:

1. Jeff Roy to transcribe meeting minutes and send out.
2. Linda, Frank, Craig and Amanda (?) to help arrange and archive Task Force documents.

Preliminary agenda items:

- Review proposed arrangement and content of Parking Task Force archived materials
- Determine if the Task Force will officially end its work.
- Determine what to do with the archived materials.

Next Meeting: December 7, 2006. Linwood Recreation Center 6:00- 8:00 pm

Meeting Adjourned at 8:50 pm.

Acting Secretaries: B Wenger, C. Blakely, J Roy